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1978 ANNUAL PROGRESS REPORT

GOVERNMENT DOCUMENTS
COLLECTION

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OVERALL ECONOMIC DEVELOPMENT PROGRAM

JUNE, 1979

SEP 1979

PREPARED BY

SOUTHEASTERN
REGIONAL
PLANNING
AND
ECONOMIC
DEVELOPMENT
DISTRICT

SEP 1979

SRPEDD
SOUTHEASTERN REGIONAL PLANNING AND
ECONOMIC DEVELOPMENT DISTRICT
MARION, MASSACHUSETTS 02738, Tel. (617) 748-2100

FYI
Joy

MEMORANDUM

TO: Planning Boards, Chambers of Commerce, Industrial Development Commissions, State Officials & Others

FROM: William D. Toole, Executive Director

DATE: August 27, 1979

SUBJECT: Annual Progress Report of the Overall Economic Development Program (OEDP) for 1978

Enclosed is a copy of the final Annual Progress Report of the Overall Economic Development Program (OEDP) for 1978 for your information.

As an Economic Development District (EDD) since 1969, SRPEDD has to prepare an annual progress report of its OEDP. This year's progress report was approved by the District Commission on July 25 after review by the Commissioners, the Economic Development Committee and local officials.

The progress report preempts communities in the District from having to prepare their own progress reports in order to be eligible for funding from the Economic Development Administration (EDA). Membership in the District also makes municipalities eligible for 10% bonus funding from EDA on the total cost of an economic development project consistent with the District's OEDP progress report.

The progress report includes a ranking of projects in the region for EDA funding in fiscal year 1980. The ranking was prepared by the District's Economic Development Committee and adopted by the District Commission. The projects listed represent millions of dollars and thousands of jobs for the region.

The report also includes an analysis of the economic situation in the region; an assessment of the District's economic development efforts in 1978; and a strategy for dealing with the economic development problems of the area. This progress report is in fact a working master plan for the economic development of the region. If you have any comments or suggestions, or would like more information do not hesitate to contact Maria Gooch or Stan Silas of the economic development staff.

MG:WDT:spg

Enclosure

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT
TOWN HALL ANNEX MARION, MA 02738

1978
ANNUAL PROGRESS REPORT
OF THE
OVERALL ECONOMIC DEVELOPMENT PROGRAM

JUNE 1979

This report was prepared under a contract with the Economic Development Administration, U.S. Department of Commerce (No. 01-05-11018-08).

CREDITS

DISTRICT COMMISSION
(OEDP COMMITTEE)
1978

OFFICERS

Chairman	Julia S. Enroth	Rochester
Vice-Chairman	David G. Knight	Carver
Secretary	Lee A. Johnson	Plympton
Treasurer	Melville E. Moody	Attleboro
Asst. Treasurer	Harold A. Ashley	Raynham
Past Chairman	Raymond Fleurent	Fairhaven

COMMUNITY	DELEGATES
Acushnet	James S. Madruga Robert Francis
Attleboro	Howard Ireland Melville Moody
Berkley	S. Kenneth Woodward
Carver	David G. Knight Timothy McGillicuddy
Dighton	Alan Campbell Manuel Ferreira
Fairhaven	Kenneth R. Vining Raymond Fleurent
Fall River	Alfred Edwards William Moniz
Freetown	Robert Dorsey Richard Johnson
Lakeville	Luke Leonard, Jr. Raymond Wordell, Jr.
Mansfield	Elwyn Atherton Robert S. Mangiaratti
Marion	Joseph P. Zora Robert L. Sundblad
Mattapoisett	Stephen J. Lombard Frederic Farnham
Middleborough	Robert H. Ryan William Roberts
New Bedford	Robert B. Davis Richard Walega
N. Attleborough	Albert M. Larsen W. Russell Schofield, Jr.
Norton	William Jordan James Watson
Plainville	Everett Skinner, Sr.
Plympton	Lee A. Johnson Richard Gauley
Raynham	Emeline MacDonald Harold A. Ashley
Rehoboth	George D. Schoeler Kenneth Hunnibell
Rochester	Julia S. Enroth Joseph Chamberlain
Seekonk	Elizabeth Barker Charles Terzian
Somerset	Laurent Guay Leonard R. Torchia
Swansea	Daniel Morgado
Taunton	Fernand Medeiros Raymond Furmanik
Wareham	Richard Post, Jr. Robert F. Packard
Westport	George M. Hall Edward Cloutier

COMMISSIONERS AT LARGE

New Bedford Area	John Andrade, Augustino Santos
Wareham Area	Peter Andrews

AD HOC ECONOMIC DEVELOPMENT COMMITTEE

COMMISSION MEMBERS

Robert Davis
David G. Knight
Timothy McGillicuddy
Fernand Medeiros
Robert L. Sundblad

PUBLIC AND PRIVATE SECTORS

Eddie L. Johnson
Mary Morss
Dr. Richard J. Ward
Robert S. Karam
Aaron Mittleman
Chester Twardzicki
John Vivien

STAFF CONTRIBUTION

Alexander V. Zaleski, Technical Director
Stanley Silas, Economic Development Specialist
Maria Gooch, Economic Development Planner
Anita Sabourin, Cartographer/Illustrator
Susan Green, Secretary
Judith McCaffrey, Secretary

William D. Toole, Executive Director

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I. ADMINISTRATIVE ORGANIZATION

A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS

On November 13, 1969 the Southeastern Regional Planning Commission was designated by the Economic Development Administration (EDA) as an Economic Development District (EDD) under Title IV of the Public Works and Economic Development Act of 1965.

The purpose of the District is to foster successful economic development on a large scale by grouping together economically distressed and healthy areas -- redevelopment areas and economic development centers or growth centers.

Projects under Title I of the Act which are located in redevelopment areas within the District and which participate in the District's OEDP planning process are eligible for 10 percent bonus grants.

The District encompasses portions of three counties, twenty-seven municipalities and six redevelopment areas. The District's county membership includes: all of the communities in Bristol County with the exception of the towns of Easton and Dartmouth; the towns of Carver, Lakeville, Marion, Mattapoisett, Middleborough, Plympton, Rochester and Wareham in Plymouth County; and Plainville in Norfolk County. The counties of Bristol and Plymouth have submitted resolutions to EDA of their willingness to actively participate in the District's Overall Economic Development Program (OEDP).

Four of the District's redevelopment areas -- Bourne/Wareham/Rochester, New Bedford, Providence/Pawtucket, and Plymouth -- were designated in 1966. The Fall River Redevelopment Area was designated in 1972 and the Taunton Redevelopment Area was designated in 1974.

These redevelopment areas were designated on the basis of either "substantial and persistent unemployment" or "substantial unemployment."* Redevelopment area designation enables an area to be eligible for the whole range of programs authorized by the Public Works and Economic Development Act. The District's redevelopment areas are involved in the process of preparing the annual progress report of the District's OEDP which makes them eligible for EDA funding.

Redevelopment areas were originally established on the basis of labor market area (LMA) information furnished by the Massachusetts Division of Employment Security (DES). Since designation, however, DES has changed the labor market area boundaries. The Bourne/Wareham/Rochester LMA has been eliminated, and Wareham and Rochester, both District communities, have been incorporated into the Plymouth and New Bedford LMA's respectively.

---

*U.S. Department of Commerce, Economic Development Administration. Designated Redevelopment Areas under the Public Works and Economic Development Act of 1965, as Amended, October 1, 1978.

This new composition presents a problem by interrupting the continuity needed for trend data analysis. Furthermore, the new labor market area boundaries are not similar to the federally designated Standard Metropolitan Statistical Areas (SMSA's) in the District -- Fall River and New Bedford. Figure 1 shows the present labor market areas in the District for which DES provides information.

The District also has two designated economic development centers (EDC's) -- the cities of Fall River and Taunton -- and a redevelopment center (RC), the City of New Bedford. These growth centers are the economic activity nuclei of their respective redevelopment areas.

Redevelopment centers are those which are recognized as falling within a designated redevelopment area. Unlike economic development centers there is no limit on the population of RC's which may be in excess of 250,000 as of the last federal census.

B. DISTRICT ORGANIZATION

The Commission of the Southeastern Regional Planning and Economic Development District serves as the Overall Economic Development Program (OEDP) Committee for the District. The Committee sets policy and provides guidance on all matters relating to the economic development of the District. But because of its size it relies on a smaller advisory committee, the Economic Development Committee (EDC) for specific recommendations. The membership of the EDC has recently been broadened to include more representation from the private sector.

The EDC is responsible in conjunction with the OEDP Committee for developing the criteria, and ranking economic development projects in the District. The committee also guides and assists the overall staff effort to prepare and implement the District's economic development program.

Membership lists for both committees are included below. The District Commission serving as the OEDP Committee met ten times in 1978 to make decisions and set policies on matters impacting on the District. Minutes of the meetings have been previously forwarded to EDA. The Economic Development Committee met four times during the year.

In 1978, three At-Large Commissioners representing low income and minority groups in the District were selected to serve on the OEDP Committee according to a District policy modified May, 1978. The policy provides for annual selection of representatives conducted by community groups meeting in caucus in each OEDP area of the District (see Figure 2).

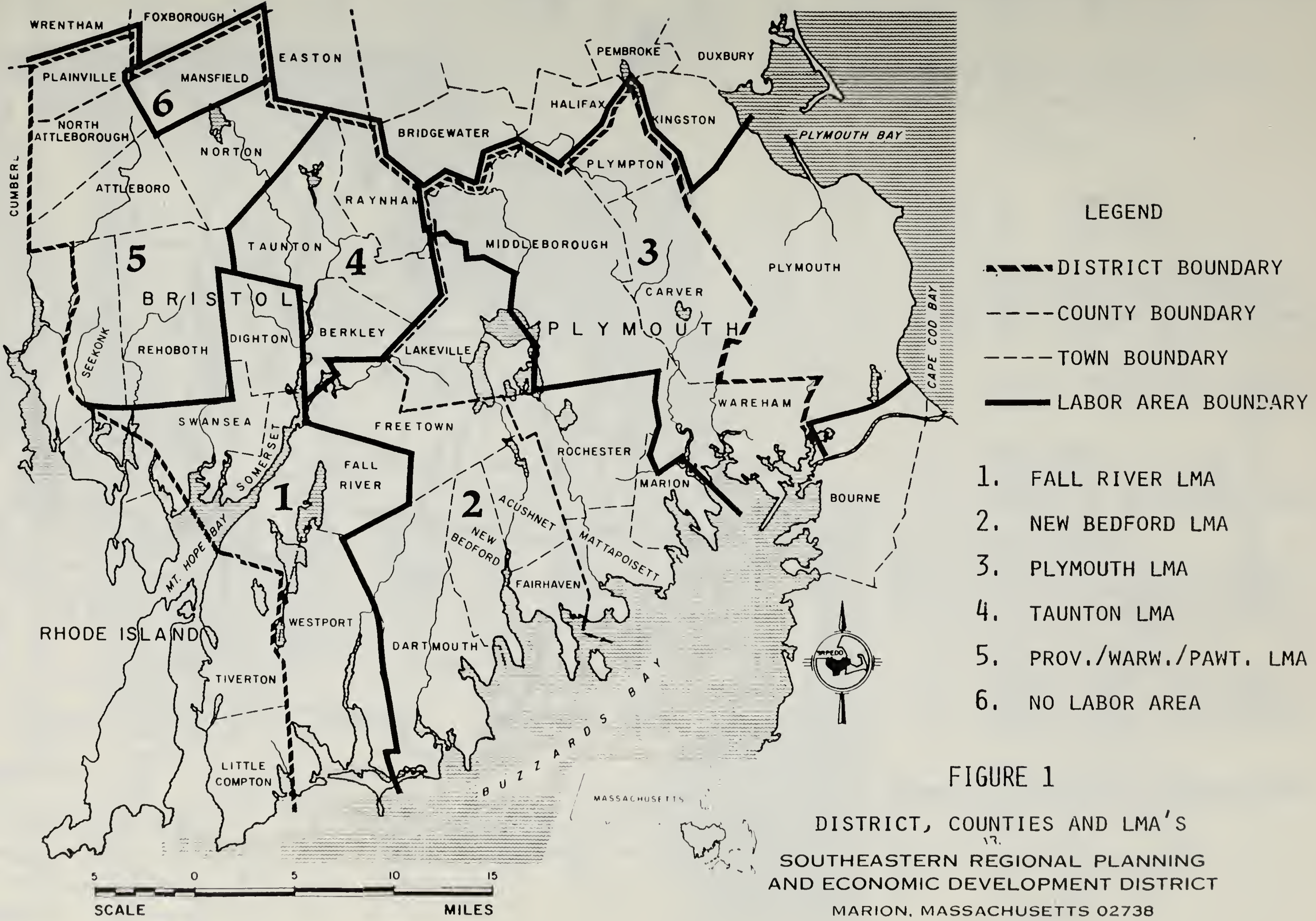
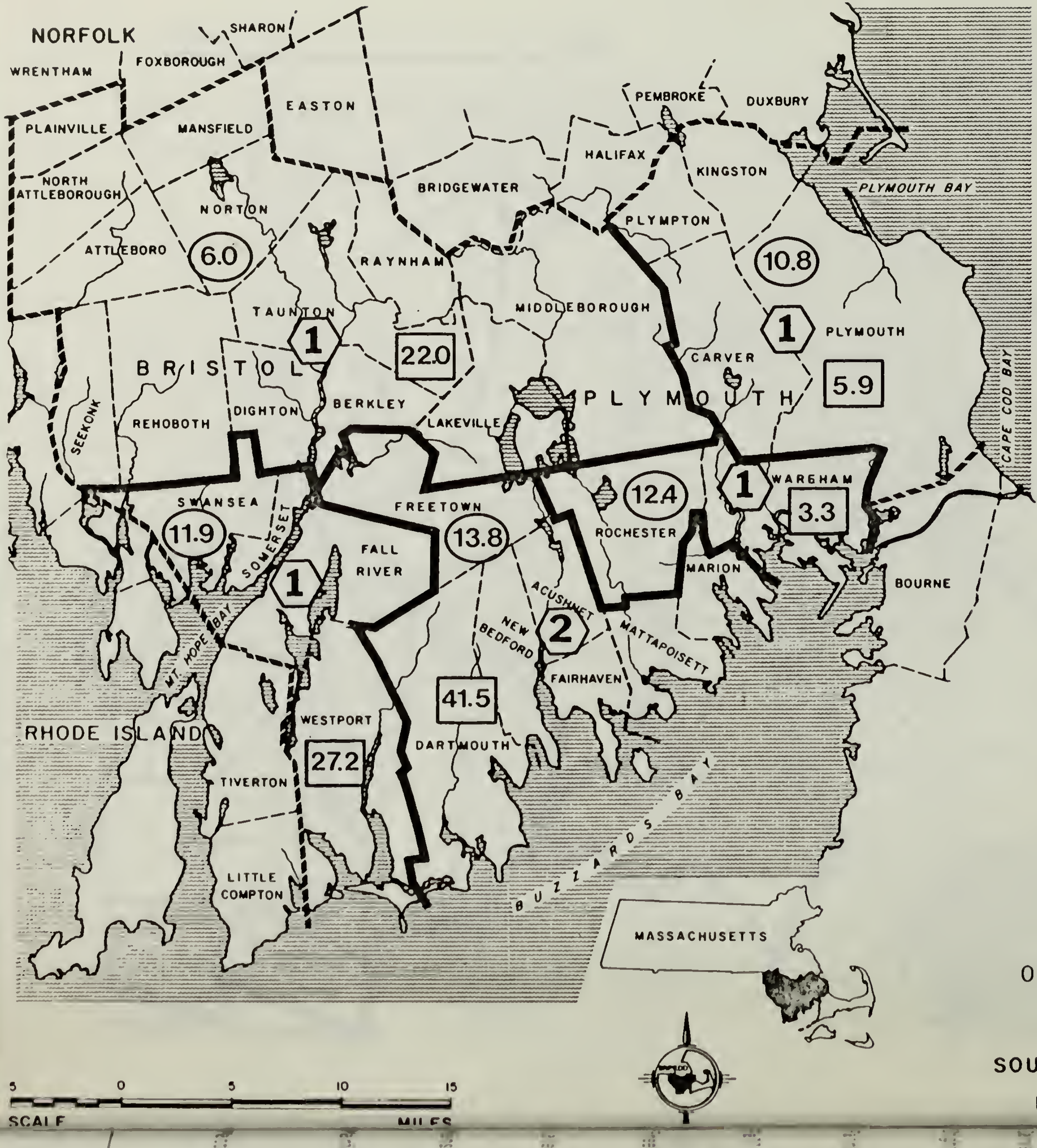


FIGURE 1

DISTRICT, COUNTIES AND LMA'S[17]

SOUTHEASTERN REGIONAL PLANNING
AND ECONOMIC DEVELOPMENT DISTRICT
MARION, MASSACHUSETTS 02738



LEGEND

- - - - DISTRICT BOUNDARY

━━ OVERALL ECONOMIC DEVELOPMENT PROGRAM(OEDP) AREA BOUNDARIES

○ MINORITY AND LOW INCOME POPULATION AS A PERCENT OF THE TOTAL OEDP AREA POPULATION

□ MINORITY AND LOW INCOME POPULATION AS A PERCENT OF THE TOTAL LOW INCOME POPULATION

⬡ NUMBER OF REPRESENTATIVES/ ALTERNATES IN EACH OEDP AREA

SOURCE: 1970 FEDERAL CENSUS

NOTE: Plymouth, Kingston and Dartmouth no longer consider themselves members of the District.

FIGURE 2

AT-LARGE COMMISSIONERS

OEDP-REPRESENTATIVES/ALTERNATES

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT

COMMISSION MEMBERS

1978

ITY/TOWN**	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
cushnet	James S. Madruga	Asst. Clerk of Courts	Government
	Robert Francis*	Teacher	Education/ Local Plan.
ttleboro	Howard Ireland	Ind. Dev. Commission	Local development
	Melville Moody	Cable Splicer	Labor
erkley	S. Kenneth Woodward*	Teacher/Plan. Bd. Member	Education/ Local Plan.
arver	David G. Knight	Econ. Develop. Planner	Local Development
	Timothy McGillicuddy*	Custodian	Local Plan.
ighton	Alan Campbell		Government
	Manuel Ferreira*	Restaurant Owner/ Planning B . Member	Business/Local Planning
airhaven	Kenneth R. Vining	Retired	Elderly
	Raymond Fleurent*	Contractor/ Plan. Board Member	Business/Local Planning
all River	Alfred Edwards	Planning Dir.	Local Plan.
	William Moniz	Vice Pres. & General Manager	Business
reetown	Robert Dorsey	Teacher	Education
	Richard Johnson*	Self-Employed/Plan. Board Member	Business/ Local Plan.
akeville	Luke Leonard, Jr.	Teacher	Education
	Raymond Wordell, Jr.*	Accountant/Planning Board Member	Finance/ Local plan.
ansfield	Elwyn Atherton		
	Robert S. Mangiaratti*	Attorney Plan. Bd. Member	Local Plan.
arion	Jospeh P. Zora*	Automobile Foreman/ Selectman	Government
	Robert L. Sundblad*	Professional Engineer/ Plan. Bd. Member	Local Planning
attapoisett	Stephen J. Lombard	Executive Secretary	Government
	Frederic Farnham*	Teacher/Planning Board Member	Education/Local Planning

CITY/TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
Middleborough	Robert H. Ryan	Marketing	Business
	William Roberts*	Real Estate Agent/ Plan. Bd. Member	Business/Local Planning
New Bedford	Robert B. Davis	City Planner	Local Plan.
	Richard Walega	City Planner	Local Plan.
North Attleborough	Albert M. Larsen	Town Planner	Local Plan.
	W. Russell Schofield, Jr.*	Store Owner/ Plan. Bd. Member	Business/ Local Plan.
Norton	William Jordan	Research Engineer	Government
	James Watson*	Cemetery Supt./Planning Board Member	Local Plan.
Plainville	Everett Skinner, Sr.*	Highway/Water Supt.	Government
Plympton	Lee A. Johnson	Teacher	Education
	Richard Gauley*	Salesman/Planning Board Member	Business/ Local Plan.
Raynham	Emeline MacDonald	Registered Nurse	Health
	Harold A. Ashley*	Planning Bd. Member	Local Planning
Rehoboth	George D. Schoeler	Retired	Government
	Kenneth Hunnibell*	Assoc. Prof. Plan. Bd. Member	Education/ Local Planning
Rochester	Julia S. Enroth*	Selectmen	Government
	Joseph Chamberlain*	Plan. Bd. Member	Local Planning
Seekonk	Elizabeth Barker*	Selectmen	Government
	Charles Terzian*	Service Station Owner Plan. Bd. Member	Business/Local Planning
Somerset	Laurent Guay	Mechanical Engineer	Government
	Leonard R. Torchia*	Pharmacy Technician/ Plan. Bd. Member	Local Planning
Swansea	Daniel Morgado	Executive Secretary	Government
Taunton	Fernand Medeiros	Mechanical Engineer	Government
	Raymond Furmanik	Farmer/Planning Board Member	Agriculture/ Local Planning
Wareham	Richard Post, Jr.*	Tire Merchant	Business
	Robert F. Packard*	Metallurgist/ Plan. Board Member	Local Planning

TY/TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTA- TION
stport	George M. Hall	Retired	Government
	Edward Cloutier*	Professor/Planning Board Member	Education/ Local Planning

COMMISSIONERS-AT-LARGE

TY/TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTA- TION
w Bedford Area	John Andrade	Minority Construction Workers Assoc.	Minority/ Small Business
	Augustino Santos	Recruitment Training Program, Inc.	Minority/ Manpower
reham Area	Peter Andrews	Barber	Minority/ Small Business

REPRESENTATION	ACTUAL	% OF TOTAL
Elected Officials	28	52.0
Private Citizens	15	28.0
Minority Members	3	5.5
Females	4	7.0

District Minority Population	14,385
% to Total Board	.37
% to Total Population	3.0

---

*Elected officials
**Community being represented and place of residence

ECONOMIC DEVELOPMENT COMMITTEE
(As of April, 1979)

COMMISSION MEMBERS

Robert Davis
Senior City Planner
New Bedford, MA

David G. Knight
(Director, JOBS for Fall River)
Carver, MA

Timothy J. McGillicuddy
(Custodian, 4th District
Court)
Carver, MA

Fernand Medeiros, PE
(Mechanical Engineer)
Taunton, MA

Robert L. Sundblad, PE
(Professional Engineer)
Marion, MA

PUBLIC AND PRIVATE SECTORS

Eddie L. Johnson
Special Assistant to the
Executive Director
Recruitment and Training
Program, Inc.
New Bedford, MA

Mary Morss
Executive Director
Bristol County Development Council
Fall River, MA

Dr. Richard J. Ward, Dean
College of Business and Industry
Southeastern Mass. University
North Dartmouth, MA

Robert S. Karam
Karam Insurance Agency, Inc.
Fall River, MA

Aaron Mittlemen
President
New England Apparel
Manufacturing Assoc., Inc.
Fall River, MA

Chester Twardzicki
Director, Industrial
Development Corp.
N. Attleborough, MA

John Vivien, President
Taunton Savings Bank
Taunton, MA

II. HISTORICAL ASSESSMENT OF PAST EFFORTS

A. INTRODUCTION

In 1978, the cities of Fall River, New Bedford and Taunton - the District's three growth centers - and the City of Attleboro achieved major milestones in their struggle to turn their slumping economy around. Some of the District's largest towns - Mansfield, North Attleborough, Swansea and Wareham - also took major steps in improving their economic climate.

The District had a role in most of these accomplishments either through its review function under Circular A-95 of the Office of Management and Budget or through direct assistance. The District was responsible for serving as a catalyst in many Districtwide efforts impacting on the economy of southeastern Massachusetts. The District, however, also suffered some setbacks in its economic development efforts.

B. INDUSTRIAL PARK DEVELOPMENT

In 1978, the only project funded by EDA in the District was the North Attleborough Industrial Park. Major development occurred, however, in projects previously funded by EDA. Other projects were also submitted. The Town of Wareham submitted an application for a Title I public works grant in the amount of $615,200 for a water main to service industrial users. The City of Taunton requested $175,000 from EDA and $125,000 in state '304' funds for the construction of a rail spur to service the Myles Standish Industrial Park. The City of New Bedford also submitted an application for $63,309 in '302' economic development funds to hire staff to prepare a detailed overall economic development program for the city.

1. NORTH ATTLEBOROUGH/INDUSTRIAL PARK

In June, the Economic Development Administration approved a $1,670,000 grant for development of phase two of the town's industrial park. Combined with $417,000 of the Industrial Development Corporation's money, the grant will provide roads, sewers, water and other amenities for the 167-acre addition to the present 45-acre industrial park. The grant will also pay for construction of a good portion of Landry Avenue as an access road, and a $250,000 standpipe that will provide better water pressure.

The park's original 45 acres were also developed with EDA money and are virtually sold out. Expansion of the park will permit the Donley Jewelry Manufacturing Company to expand its work force from 290 to 490 employees.

In conjunction with the 167-acre expansion, the University of Massachusetts is conducting a marketing study to attract industries. The area, however, is bounded by three interstate highways (I-95, 295, and 495) and has great potential. The District has worked closely with the Chamber's Business and Industrial Commission and the Industrial Development Corporation in providing application assistance and the necessary support.

2. TAUNTON/MYLES STANDISH INDUSTRIAL PARK

In June 1978, ground was broken for the first two plants locating in the 437-acre, $100 million potential industrial park -- Boyden Plastics Co., and Waters Associates, Inc.

The ceremony marked the beginning of Phase 1 which has been made possible with funding for infrastructure from the Economic Development Administration. Phase 1 which embraces 117 acres is expected to provide 1,000 to 1,500 jobs in manufacturing, distribution and warehousing - an annual payroll of $9 to $14 million.

The location of the two plants in the industrial park represents a turn-around for Taunton. Already, the industrial park has been touted by the Defense Department in a booklet titled Communities in Transition as a model for communities trying to turn their economy around.

Boyden Plastics Co. has built a 55,000 square foot facility - a total investment of $1.8 million. The plant has moved from its present location in Taunton to the park and expects to add 15 people to its payroll for a total of approximately 150 jobs. Waters Associates, Inc. of Milford and Taunton, a manufacturer of liquid chromatography equipment, is expected to employ up to 500 people in two buildings over the next five years.

Phases 1, 2, 3 and 4 together are expected to provide 4,000 to 6,000 jobs in manfacturing, distribution and warehousing - an annual payroll of $36 million to $56 million. Many other jobs will be created in supporting wholesale and retail trades, service companies and transportation. Overall park development hinges on the construction of Interstate 495 which is expected to be completed by 1981-1982.

3. MANSFIELD/CABOT, CABOT AND FORBES INDUSTRIAL CENTER

New construction and lease occupancy for 1978 provided at least 1,000 more jobs. The new firms included: Datel Systems Inc. which will employ 475 persons on a 14-acre site (the firm moved from Canton, Mass.); Toyota Corp. which will employ 260 persons on a 25-acre site; Raytheon Co. which employs 100 persons on 18,000 square feet of leased space; Codex which will employ 350 people in its new building; and Avon (50-60 jobs); American Fabrics (60-70 jobs), and General Electric (15-20 jobs). The 800-acre Interstate 95 industrial center already boasted 38 firms.

4. FALL RIVER/BLEACHERY POND COMPLEX

In August, Governor Dukakis announced the award of $200,000 in federal and state money to install new water lines in the Bleachery Pond Complex, a cluster of old mill buildings in the city's South End. The Economic Development Administration is providing $100,000 and the State the remainder.

The three companies in the complex, employing approximately 100 persons, were threatened with elimination of insurance coverage and were facing skyrocketing insurance premiums because of low water pressure. The project is expected to attract other businesses and encourage existing ones to expand in the still available 40,000 square feet of space.

5. WAREHAM INDUSTRIAL PARK

In the recent past, Wareham, which has suffered from a chronic and sustained high level of unemployment, has developed an industrial park at the intersection of I-195 and 25. Wareham has conducted a promotional campaign for the park at the recommendation of an Economic Base and Market Analysis prepared by the University of Massachusetts. The town has received a grant from EDA for $450,000 to develop the park and so far has been able to attract a new business which will employ 50-100 people.

C. COMMERCIAL AND TOURIST RELATED DEVELOPMENT

In 1978, major commercial development in the District occurred in conjunction with central business district revitalization efforts. The trend towards suburban mall development also continued. Major expansion is projected for the North Dartmouth Mall. New mall development is planned for South Attleboro, and the Swansea Mall experienced major growth. In the face of this development and possible negative impact on major investments committed to downtowns, the District Commission charged its Land Use Committee to draft a regional policy for evaluating specific suburban mall proposals. The Commission, however, came under fire for intervening in what some local officials labeled a "purely local" issue.

Established District "Land Use Principles" state that the location of shopping centers "should be carefully planned to avoid adverse competition effects on one another and on central business districts of major cities." The reasoning behind this policy which is in line with state and national policies is that urban areas provide most of the jobs and make development more cost effective by having ready the needed infrastructure.

1. FALL RIVER/WATER FRONT HERITAGE PARK

Governor Dukakis announced in July, 1978 the approval of a $5 million state grant to develop a heritage park along the waterfront in the immediate vicinity of Battleship Cove. The proposed park development will extend for about three quarters of a mile along the Taunton River, from the Braga Bridge-Battleship Cove site north to Baylies Street and the new Bicentennial Park.

The park consists of a comprehensive development package including tourism and commercial development. It will include pedestrian walkways, bicycle paths, parking areas and a community sailing pavillion. It is expected to leverage private investment from $12 to $17 million in the form of a marina, two multi-storied luxury apartment complexes, a motel and specialty shops.

The project is expected to create 590 construction jobs and 120 permanent jobs. The construction phase will take from three to five years. Additionally, the park is estimated to attract between 100,000 to 150,000 people to Battleship Cove. The District participated in the Waterfront Park Advisory Committee responsible for the design combining state and private development in Battleship Cove.

2. FALL RIVER/OTHER WATERFRONT DEVELOPMENT

The Massachusetts Department of Community Affairs allocated $119,289 in September for development of a section of the city's waterfront. The site is just north of the city pier and abuts the area where the Heritage Park will be built. The development is expected to include housing and a motel.

3. FALL RIVER/DOWNTOWN PARKING FACILITIES

In October, 1978, the city received $1.6 million from the Department of Housing and Urban Development for downtown parking facilities. This grant will provide parking for 414 cars. It is expected to leverage private investment in the downtown area to the tune of $11,665,200.

Private commitments include: South Main Place, a new mini-mall; and construction of 260 units of "Section 8" housing for elderly people and moderate income families. The city also allocated $250,000 in block grant funds for the restoration of the Academy Building, the only structure in the city to be listed in the National Historic Register. The building is expected to house 100 units of rehabilitated housing and return the downtown section to a neighborhood with a suitable mix of residential and commercial uses.

The signing of leases for the proposed mall in the central business district has been rather slow because of the lack of parking facilities. Construction of the parking facility, which is expected to start in the spring of '79, should provide the impetus to the central business district urban renewal project which is critical to Fall River's economic stability.

4. NEW BEDFORD/DOWNTOWN REVITALIZATION

Funds from the U.S. Department of Housing and Urban Development were used for public improvements such as street repairs, tree-planting, waterline improvements and building clearance. Historic restoration continued in the city's historic districts as did residential and commercial rehabilitation programs.

5. TAUNTON/DOWNTOWN REVITALIZATION PROJECT

In July, the City of Taunton was awarded a $2,175,000 grant by the Department of Housing and Urban Development for downtown revitalization. The grant was received after a long arduous process which included two studies prepared by SRPEDD -- Court Street '76 and Design Concepts for Downtown. The grant is expected to leverage $7 million in private investment and off-shoot funding worth four or five times the size of the grant -- $3 million in below-prime-rate loans pledged by local banks; $3 to $6 million for 129 units of rent subsidized housing; $600,000 for the redesign of downtown streets and traffic network; $150,000 for recreation; and other possible funding.

The downtown revitalization grant will be used to improve the marketability of established and vacant stores in the central business district, and to provide low to moderate income housing and office space in vacant upper floors. The project is expected to create 200 jobs, and by revitalizing existing businesses retain 370 jobs.

The front and rear entrances of existing businesses will be rehabilitated and much needed parking will be provided through the acquisition of land. Passive recreation areas will be established and streets reconstructed in order to make downtown more pleasing for shoppers.

6. ATTLEBORO/DOWNTOWN REVITALIZATION PROGRAM

In September, the Massachusetts Department of Community Affairs awarded $400,000 to the City of Attleboro for the first part of an overall urban renewal program -- the $1.3 million Union Park Plaza Project.

The grant marks the beginning of a turnaround for the aging city and represents a success for the District. The District was responsible for supervising the project through development of the final plan, Union Park Plaza Urban Renewal Project.

The project, which encompasses two blocks at Union and Park streets, will produce 25,000 square feet more retail space in downtown Attleboro -- an increase of roughly $18,600 in taxes. The project will also include a new city hall and police station.

The overall urban renewal program is expected to be complemented by an Urban Development Action Grant for $4 million and private investment to the tune of $16 million over four years. These efforts will open up about 200 jobs, assist in the construction of 247 units of housing and yield the city about $500,000 per year in additional taxes.

7. WAREHAM/COMMUNITY AND ECONOMIC DEVELOPMENT PROGRAM

Early this year the Town of Wareham was invited by the Department of Housing and Urban Development to submit a final application for $1,724,000. This is tantamount to awarding the grant. The grant will enable Wareham to continue its neighborhood revitalization focusing on Onset Village -- the largest concentration of substandard housing, low and moderate income residents, and minority households.

Funding will be used for housing rehabilitation, public improvements, and direct financial assistance to new and existing small and minority businesses. Onset Village has a number of small businessmen who cannot secure conventional financing to rehabilitate their dilapidated and vacant properties. Financial assistance will help them produce revenue and jobs.

Focus on Onset Village over the past two years has included residential and commercial rehabilitation, public improvements (parks, streets, sidewalks, etc.), winterization and beautification programs. These programs have all been conducted with approximately $2.2 million from various federal agencies. EDA alone contributed $1,270,000 for public improvements.

During this period the District has provided assistance to Wareham in its application efforts, prepared a Master Plan for the town, served on the Selectmen's Executive Committee for Wareham's Economic Development and is now serving on the Local Development Corporation.

8. SWANSEA/OCEAN GROVE

Swansea officials and citizens are moving to rehabilitate Ocean Grove, a coastal section of Swansea having a high concentration of substandard and blighted housing units. Blighting influences have tended to lower property values and resulted in business closings and loss of employment opportunities.

With funding from the Department of Housing and Urban Development Swansea has purchased "The Bluffs" building, which is providing the focus for stimulating community-wide interest. The town also received funding to repair the facility.

The Friends of the Bluff Committee has been formed and is spearheading an effort to formulate a master plan for the re-birth of Ocean Grove. The Committee has entitled the project, "An Action Program for the Revitalization of Ocean Grove, Swansea, Mass.: A Coastal Community in Transition."

Swansea has also received a grant from the Massachusetts Office of Coastal Zone Management to draw up a harbor-port master plan for the Cole River-Ocean Grove harbor area. The report will offer recommendations for the recreation and commercial development of the harbor. Present docking facilities have been labeled inadequate and potentially dangerous.

9. SWANSEA MALL

In October, the mall celebrated its third anniversary with an announcement that it will soon be doubling its size and employment. The expansion will transform Swansea Mall from 315,000 square feet of leasable area and parking for 1,750 cars to 615,000 square feet of leasable area and parking for 3,450 cars.

Presently, the mall has an occupancy rate of 100 percent with 48 stores. The second phase of mall development which is to be spearheaded by Outlet Co. of Providence will include approximately 45 new stores and will make the mall one of the largest shopping centers serving southeastern Massachusetts and western Rhode Island.

The employment capacity of the shopping center is expected to double from its present 900 to over 1,800 workers. Sales volume is expected to increase from $30 million to $50 million. Presently, the mall is the town's largest industry and taxpayer, contributing approxmately $400,000 in annual revenue.

D. TRANSPORTATION

The major transportation issues addressed by the District in 1978 were the construction of Interstate 495 and seaport development in New Bedford and Fall River. Seaport development in New Bedford gained impetus with construction of the New Bedford-Fairhaven Bridge one step closer. Fall River, however, experienced a setback with its seaport development.

1. INTERSTATE 495

Construction of Interstate 495 will have major impact on the District for the coming twenty years. Interstate 495 will provide the "missing link" from Mansfield to Raynham and open the traversed communities up for commercial, residential and industrial development. After construction of I-495 not much major highway development is expected.

During August and September of 1978, the District staff met with officials of Attleboro, Foxborough, Mansfield, Norton, Taunton, Raynham, Easton and Bridgewater to present the recommendations outlined in the draft report, I-495: An Areawide Approach to Growth and to offer assistance to these communities if they so desired. The District prepared the report for these communities since they will be directly affected by highway construction and need to prepare for possible highway impacts. The report describes the array of techniques which can be implemented by communities to manage growth -- phased growth by-laws, cluster zoning, special permit procedures, subdivision regulations, agricultural restrictions, etc.

Along with the District's growth center strategy the report recommends that communities without areas already prepared for industry in terms of water, sewerage and other municipal services, base their industrial development investment on assessments of expected growth. The following are some of the expected impacts for each District community traversed by the highway:

> Attleboro -- Employment in the industrial park is not expected to be affected by I-495. Commercial development along Route 123, however, should be controlled to minimize competition with the central business district. Total non-manufacturing employment is expected to increase by 10,734.
>
> Mansfield -- The Cabot, Cabot and Forbes I-95 Industrial Center will benefit from I-495 but is not dependent upon it for success. When completely developed the center will provide up to 10,000 jobs. Commercial development along Chauncy Street should be controlled to minimize competition with the CBD.
>
> Norton -- Total employment is expected to increase by 1,317 in the foreseeable future. Development of two industrial areas will add another 2,600 jobs in the long range. The two industrial areas include: the 700-acre industrial zone off South Worcester Street (sewerage is presently lacking, and a large portion of the site consists of wetlands); and Dever School land up to the Taunton line.
>
> Raynham -- Total employment is expected to increase by 1,804 in the foreseeable future. Development of two industrial areas could add 7,800 more jobs in the long range. The two industrial areas include: Route 24/25 triangle (presently there are no direct connections to the highways); and the Route 138 site (much of the land is wet).

Taunton -- Total employment is expected to increase by 5,019. The Myles Standish Industrial Park, which is the major industrial area affected by I-495, will contribute a large portion of this figure. The Myles Standish Park fits the major goals of retaining the economic utility of the older urban centers which have the people, services and infrastructure. Mansfield's park is also a high priority development by virtue of its state of readiness and the many jobs it will add to the region. While success of the Taunton park hinges on completion of I-495 by 1981-82, Mansfield can accept only 100,000 gallons more of wastewater for treatment until the proposed tertiary plant is completed in 1981-1982.

2. NEW BEDFORD-FAIRHAVEN BRIDGE

New Bedford-Fairhaven Bridge -- In October 1978, the State Department of Public Works (DPW) approved a contract for an environmental and engineering study for the New Bedford-Fairhaven Bridge.

The contract marks the first step in the process of getting the bridge constructed. The 76 year-old bridge has been determined by numerous professional studies to be structurally and functionally obsolete. A District study of the bridge conducted in 1977 recommended replacement of the bridge to accommodate large beam vessels. The District also assigned top priority to bridge construction in its annual Transportation Improvement Program, a list of projects setting priorities for funding by DPW.

The estimated cost of the bridge is $22.2 million. It will take at least six years of uninterrupted work to study, design and build. Replacement of the bridge is necessary not only for travelers but also if New Bedford is to take a front seat in onshore oil support activities. The ship channel through the bridge -- a 95 foot clear span -- is at the heart of the urgency. Oil companies today use a 110 foot vessel. It will be impossible for them to pass through the bridge to the deepwater docking facilities at the North Terminal.

As a member of the Greater New Bedford Forum's Economic Development Task Force, the District joined the chorus of those who want to see replacement of the bridge no later than 1983.

A new bridge with comfortable shipping access to the broad tracts of vacant North Terminal land and a reliable drawbridge mechanism will enable New Bedford to reap the benefits of off-shore drilling which may provide up to 2,600 construction jobs and 500 permanent jobs.

3. FALL RIVER STATE PIER MODERNIZATION PROJECT

In November 1978, the funding application for the Fall River State Pier Modernization Project was unaccepted by EDA. The project was based on an EDA funded Port Development Feasibility

Study which recommended modernization, development and reconstruction of the Public Marine Terminal in the city. The main obstacle to the project was EDA's limited financial resources and resulting inability to commit itself to the project at the time.

E. WATER QUALITY

Implementation of the District's "208" Water Quality Program started on a limited scale in 1978 with $20,000 from the Environmental Protection Agency (EPA) to develop water supply protection programs in the City of Attleboro and the towns of Mansfield, Middleborough, Swansea, Wareham, Marion, Rochester, and Tiverton in Rhode Island.

The program has assisted communities in taking precautionary measures to insure a sufficient water supply for human consumption and industry. Attleboro, specifically, has been projected to be water short by 1990.

In 1978 the District assisted the City of Taunton in the effort to improve its water system. The District prepared a feasibility analysis on the interconnection of the Taunton and New Bedford water system utilizing the existing New Bedford water treatment plant. The city, however, decided to build its own treatment plant.

The District also prepared a Water Rate Study for the Town of Fairhaven which the town utilized to revise its water rates. The rates were increased to balance the annual water budget deficit and encourage conservation.

District municipalities continued to improve their sewage collection and treatment systems with funding provided by EPA under Section 201 of the Federal Water Pollution Control Act of 1972. The following is a list of '201' projects up to 1980 as recommended by the District's Water Quality Study:

Municipality	Phase	Project
Acushnet	Design & Const.	Connection to New Bedford
Fall River	Construction	Secondary Treatment Plant
Fall River	Design & Const.	Extension of Collection System to Watuppa Ponds
Freetown	Design & Const.	Connect Industry to Fall River System
Mansfield	Construction	Advanced Treatment Plant
Marion	Planning	Infiltration and Inflow Analysis
Mattapoisett	Construction	Connection to Fairhaven
New Bedford	Planning	Combined Sewer Overflow Correction
Plainville	Construction	Connection from Town Center to N. Attleborough

Municipality	Phase	Project
Seekonk	Planning	Sewering North and South Seekonk Connecting to Attleboro and East Providence
Swansea	Planning	Sewering Ocean Grove

The two water quality issues, however, which were of major interest to the District's industrial community were industrial cost recovery (ICR) and hazardous waste disposal.

1. HAZARDOUS WASTE DISPOSAL

In June, 1978, legislation drafted by the District to expedite resolution of the industrial waste disposal problem in Massachusetts was approved. The legislation -- Chapter 197, Acts of 1978 -- was prepared by the District for the Taunton Chamber of Commerce on behalf of local industrialists, and was sponsored by Senator Parker and Representatives Aleixo and Boffetti.

The legislation establishes a definition for industrial wastes and provides a financial incentive to communities which permit facilities to be built within their boundaries.

In accordance with federal water pollution control regulations, industries have had to install waste treatment plants which remove pollutants from wastewater discharges and concentrate them into sludges. In southeastern Massachusetts, alone, 43 industries produce metal hydroxide sludges. These industries provide over 10,000 jobs. There are 80 such industries in the state.

Since there are no legal sites in Massachusetts to dispose of these sludges, local industries have had to transport the sludges to New York and New Jersey, approximately 400 miles away. The cost to a particular industry for transporting sludges out of state runs from $120-$150 per ton. Transportation to a local site may drop the per-ton cost to $40-$50.

Meanwhile hazardous wastes have been cropping up in New Bedford, Rehoboth, and Freetown. Communities affected by hazardous wastes also include Dartmouth, Wareham and Mattapoisett. The region faces a peculiar situation because of the large number of industries producing metal wastes; its need for water for these wet industries; and its shallow aquifers which can be easily polluted. Clearly a solution is imperative. The legislation drafted by the District is a step in that direction.

In the past, as part of its Water Quality Program the District established an Industrial Task Force composed of local industrialists to discuss solutions to industrial waste disposal problems. The District is also a member of the state task force overseeing the management of hazardous wastes and has recently applied for a grant from the U.S. Office of Education to: 1) increase public awareness and knowledge of hazardous waste disposal issues, and 2) improve citizen participation in the decision-making process of determining hazardous waste disposal sites. This grant was also submitted to the State Department of Environmental Quality Engineering for their consideration.

2. INDUSTRIAL COST RECOVERY

A study released by the Environmental Protection Agency in November, 1978, recommended the elimination of industrial cost recovery. The recommendation represented a success for the District's industries having to share the cost of sewage treatment facilities.

Fall River industrialists spearheaded the attack on the charges. The District under its Water Quality Program was originally responsible for bringing the Fall River industrialists together and making them aware of this issue.

Industrial cost recovery mandated by the Water Pollution Control Act of 1972 required that industry share the proportion of municipal sewage treatment plant costs associated with treating their wastes. The remainder of the costs is shared by the city or town and the state.

In December 1977, Congress ordered EPA to study the industrialists complaints and report by December 1978, then barred enforcement of the charges until June 1979. Fall River's textile industry was one of the five industries interviewed nationwide for the study. New Bedford and Taunton also joined Fall River in the opposition.

Industrial recovery charges were expected to cost Fall River's industries $134,000 annually -- the major portion being paid by eight companies employing 1,810 people. New Bedford's 31 major industries were expected to pay $318,375 annually by 1983. Representative Margaret Heckler estimated that the charges might cost from 3,000-4,000 jobs in Taunton and Fall River from those industries alreay facing high operating costs.

Recently EPA has informed the District that it will receive $5,000 to address the industrial recovery charge issue and other industrial waste disposal issues.

F. COORDINATION AND INFORMATION

In 1978 the District conducted a myriad of coordination activities with other groups impacting on economic development in the region. Some of these activities provided general information to District residents and involved them in the District's economic development process. Other activities assisted specific groups with their economic development efforts. Some consisted of a combination of both:

1. JOBS FOR FALL RIVER, INC.

   In the spring of 1978, the city organized JOBS for Fall River, a non-profit entity designed to promote, finance, and coordinate development activities.

   The entity is expected to initiate a process to deal with one of Fall River's major problems -- the lack of an overall economic development strategy to bring together the city's often fragmented and overlapping efforts to expand local industry.

   The agency has $200,000 in community development funds to be used mostly for low interest loans to help businesses. The agency's executive director appointed in late August is the Vice Chairman of the District's Commission.

   Cooperative efforts between the District and Jobs for Fall River are expected to stimulate Fall River's economy. Already in cooperation with the agency and other city departments, the District has undertaken a reuse study of the Old Borden Mills in Fall River.

   The complex consists of thirteen structures situated on 7.6 acres of land bounded by I-195 on the north and Rodman Street to the south. The granite mill buildings are a part of the city's identity and historic heritage, and a major economic resource. As a result of the study the city has received a grant from the Department of Housing and Urban Development to implement the reuse recommendations.

2. SOUTHEASTERN MASSACHUSETTS ECONOMIC DEVELOPMENT GROUP (SMEDG)

   The group comprises the three regional planning agencies serving southeastern Massachusetts -- Old Colony Planning Council (OCPC), Metropolitan Area Planning Council (MAPC) and the Southeastern Regional Planning and Economic Development District (SRPEDD) -- the Southeast Region Cooperative Extensive Service and the Federal Reserve Bank of Boston. In 1978, SMEDG continued its commitment to work together on economic issues of regional nature.

On November 4, 1978 the group sponsored a second economic development workshop at Stonehill College. The workshop focussed on economic development technical assistance, basic industrial development techniques, and a review of Massachusetts business incentives. The workshop was attended by a number of persons, mainly involved in local economic development, and included speakers on the various aspects of the overall theme.

3. SOUTHEASTERN MASSACHUSETTS UNIVERSITY (SMU)/CENTER FOR BUSINESS ACTIVITY (CBA)

Since 1975 SMU's Center for Business Activity has encouraged and facilitated research and development projects in business, economics, manpower, and education, with emphasis on those of southeastern Massachusetts. The center has become a reservoir for the business and local communities with information on the economic and social development of the region. Recognizing these efforts and seeking to establish a closer working cooperation with the center, the District Commission passed a resolution in April "to support the center...and its objectives."

In conjunction with the center and the Bristol County Development Council as a funding source, a proposal was formulated to develop and maintain a computerized inventory of industrial sites and buildings in the region. The inventory would be specifically useful to smaller towns which often lack effective manual listings of industrial properties. The cities, however, felt that their manual systems were adequate and suggested that a small town model be prepared to determine time, cost and detail. Once this is accomplished they will decide whether to support the project.

4. AMERICAN INDUSTRIAL DEVELOPMENT COUNCIL (AIDC)/FILM SERIES

The District working in cooperation with the Bristol County Development Council (BCDC) and EDA's Atlantic Regional Office purchased an audio-visual presentation program produced by the American Industrial Development Council's Educational Foundation. The program is entitled "Principles of Industrial Development," and comprises a series of thirteen slide and sound presentations on industrial development topics.

A memorandum of understanding between SRPEDD and BCDC relative to joint ownership and allocation of time and possession of the film series and projector was executed. The objective was to conduct a series of seminars based on film presentations and discussions by experts in the field of industrial development. The seminars would be directed to local industrial development commissions, chambers of commerce, local officials and others interested in learning more about industrial development.

5. MASSACHUSETTS INDUSTRIAL DEVELOPMENT COUNCIL (MIDC)

The District is represented at the regular business meetings of the Council. The council represents industrial development professionals from all parts of the state. The group works closely with the Massachusetts Department of Commerce and Development to improve the state effort in industrial development activities both within the state and outside.

6. BRISTOL COUNTY DEVELOPMENT COUNCIL/TOURISM

The District was involved in a number of tourism related economic development activities sponsored by the council. In May the District staff attended the Council of State Governments' Tourism Conference in Boston and the State's Tourism Workshop in Plymouth. In October the staff attended the celebration of the addition of Providence, Rhode Island and its tourism attractions to the Americana Trail. The staff also attended several council meetings on tourism and participated in an effort to develop a Foreign Tourist Writers Tour of the maritime attractions in Rhode Island, Connecticut and Massachusetts.

7. NATIONAL ASSOCIATION OF DEVELOPMENT ORGANIZATIONS (NADO)

As a member of NADO the District was represented at the 1978 convention held in Savannah, Georgia. The District participated in the business activities of the group and had an opportunity to learn first hand the policy objectives and future directions of EDA at the national level.

The convention included a series of workshops on programs of the U.S. Department of Commerce and specifically, EDA.

8. COASTAL ZONE

District staff continued to cooperate with members of the Office of Coastal Zone Management to coordinate efforts in communities along Buzzards and Mount Hope bays. Assistance was provided to the City of New Bedford and the Town of Fairhaven to clarify dredging issues.

9. ENERGY DEVELOPMENT

District staff attended a conference sponsored by the American Society of Planning Officials dealing with methods of coping with growth impacts associated with outer continential shelf oil development.

District staff met with the Southeast Regional Office of the Massachusetts Energy Office to discuss local plans and cooperative approaches. The District also participated in a seminar on energy conservation in municipal buildings organized by the Massachusetts Energy Office.

10. SOLID WASTE

In 1978 the District was deeply involved with the Massachusetts Resource Conservation and Recovery Act (RCRA) Task Force and its subcommittees. This work included the preparation of material describing the act and its implications for District communities, and an analysis of the State's RCRA funding application. In addition District staff contributed to the task force efforts to identify agencies to implement the act; to develop state regulations for the disposal of industrial waste; and to develop state regulations for land disposal of sludge.

11. THE DISTRICT'S REVIEW PROCESS

In 1978 the District continued its on-going review process which provides for consistency and coordination among various programs implemented in the region. The District offered constructive comments and provided assistance in conflict resolution. The review process included the following areas:

- Environmental Notifications and Assessments/Impact Statements under Massachusetts Environmental Policy Act (MEPA) and National Environmental Policy Act (NEPA);

- Reviews under Circular A-95 of the Office of Management and Budget;

- Zoning changes under Chapter 40A (the Zoning Act) of the Massachusetts General Laws; and

- Industrial Revenue Finance Bonds under Chapter 40D of the Massachusetts General Laws.

12. IN-HOUSE COORDINATION/GENERAL INFORMATION ON THE DISTRICT

District staff met regularly to improve internal coordination among the four functional departments -- economic development, transportation, comprehensive planning, and water quality.

A community liaison program was instituted. Each staff member was assigned to a community as a central contact person. The community liaison person was responsible for being aware of local issues/concerns, coordinating District's efforts with local boards and informing the community of District programs, plans, goals and services. The goal is to improve District services to each member municipality.

District staff met with local groups to provide information, e.g. a businessmen association in New Bedford to talk about the impacts of regional commercial developments. Staff and Commission officers also met with officials in Fall River, Berkley, Mansfield, Middleborough, Raynham and Taunton to explain District programs and services.

As part of the information provided to local boards and the general public, the District prepared and distributed an annual report, Regional Planning:" A Cooperative Search for Solutions" and a Guide to Activities. The District also published a newsletter on regional issues, District services, and federal and state programs. News releases were prepared to announce meetings and provide information on issues affecting member municipalities.

III. THE DISTRICT AND ITS ECONOMY

A. INTRODUCTION

The Southeastern Regional Planning and Economic Development District covers all of the Taunton and New Bedford Labor Market Areas (LMA's), and portions of the Fall River, Plymouth and Providence/Warwick/Pawtucket LMA's.

The overall 1978 economic picture presented in this section shows some improvement over past years. Although maintaining a higher unemployment rate than the state and the nation, the District has been able to improve its unemployment situation substantially. The gains in employment, however, largely reflect a bouncing back to the employment situation before the recession years of 1974 and 1975.

Meanwhile the plight of minorities has not substantially improved. There is still a dire need to improve the employment opportunities of minority groups in the District, especially the New Bedford LMA.

Like the state and the nation the District has experienced a decline in manufacturing employment which has been accompanied by substantial increases in wholesale/retail trade, finance/insurance/real estate and services employment. The District, however, still depends on manufacturing for most of its employment.

Within the manufacturing sector, apparel and related products provide the largest number of jobs in the District largest LMA's -- New Bedford and Fall River. Growth in this industry, however, has been on a decline for some years in the Fall River LMA. The New Bedford LMA has experienced some growth but at a very slow pace. The fact that the apparel and related products industry has been able to survive at all is partly due to the District's abundant and fairly inexpensive labor force. Opportunities in the apparel and related products industry, however, need to be expanded, if the District is to continue to rely on this industry as heavily. Already the District has been able to attract such high technology firms as Texas Instruments and Polaroid, but much more overall diversification is needed.

The population of the District has been growing at a steady pace and is expected to continue growing, but most of the growth will occur in those communities which can be characterized as "bedroom communities" for Boston and Providence. The City of Attleboro is the only city in the District expected to show significant gains in population.

Inflation has also had its toll on the District. The average annual wage of District workers has not kept pace with the rate of inflation. District workers have also been burdened with some of the nation's highest tax rates and insurance premiums. Although the District as a whole did not fare much worse than the rest of the state, the cities of Fall River and New Bedford have some of the highest tax rates in the state.

"Suburban sprawl" is expected to continue to some degree in coming years. While the District's growth centers -- Fall River, New Bedford and Taunton -- and the City of Attleboro are trying to revitalize their central business districts, shopping center development is expected to continue to hug major highways unless gasoline shortages change the economics of highway oriented locations. This trend may prove counterproductive by taking business away from downtowns, and by requiring costly infrastructure investments which would not otherwise be necessary.

On the positive side the District has a number of attributes which should look attractive to expanding industries. These attributes need to be better publicized if the District is to benefit from them. Some of these attributes are:

- Plenty of available and fairly inexpensive land;
- Abundant water resources in comparison with the rest of the state and the nation;
- An efficient transportation network offering excellent accessibility to all areas of the District and major areas such as Boston, Providence and Cape Cod;
- A versatile labor force combining several elements: fairly inexpensive labor; highly skilled labor; and highly educational professionals;
- Established urban areas with available land, building space and ready infrastructure for industrial development; and
- A designated "foreign trade zone."

B. UNEMPLOYMENT

As illustrated in Table 1, the District's labor force increased from a total of 237,133 in 1977 to 241,133 in 1978. At the same time unemployment decreased by 4,953. The District's average annual unemployment rate actually decreased from 9.4 percent in 1977 to 7.2 percent in 1978.

The civilian labor force represents all workers who live in the District no matter where they work. The decrease in the number of unemployed might have been caused in part by workers who left the labor force due to "discouragement," or loss of extended unemployment benefits and removal from the unemployment roles. There is another possibility that those who might have entered the labor force if the employment situation were better simply did not enter it, i.e. housewives and students. In this case the total labor force numbers would have increased further driving up the unemployment rate. All things considered, the District's total labor force did increase by 4,000 and still the unemployment rate decreased by 2.2 percent.

The District's unemployment rates for all months in 1978, however, were still above that of the State of Massachusetts and the nation, as depicted in Figure 3. It is interesting to note that for all the labor market areas (LMA's) in the District (see Figure 1 for LMA boundaries) labor force and employment have increased and unemployment has decreased from 1977 to 1978.

In 1978, the Providence/Warwick/Pawtucket LMA maintained the lowest unemployment rate in the District (5.1%). This rate is based on the LMA communities which are members of the District. These Communities only represent a small portion of the LMA but are reflective of District unemployment trends.

The Providence/Warwick/Pawtucket LMA unemployment rate was followed by that of the Fall River LMA (6.6%), the Taunton LMA (7.5%), the New Bedford LMA (8.1%), and the Plymouth LMA (10.6%). The Plymouth LMA still maintained the highest unemployment rate in the District with high unemployment rates for Carver (17.2%) and Wareham (12.2%). These rates may be due partly to the seasonal nature of agricultural employment which both Carver and Wareham depend on to a large extent, and the lack of manufacturing jobs.

As illustrated in Figure 4, the latest available figues on racial characteristics show high unemployment rates for blacks, Cape Verdeans and persons of Spanish heritage in comparison to whites.

In the Fall River and New Bedford LMA's those of Spanish Heritage suffered the highest unemployment rates, 11.1 and 26.9 percent respectively. These figures, however, might have been slightly inflated due to possible duplication. Both non-white as well as white races might have been included in the Spanish Heritage labor force. Blacks also suffered disporportionately high unemployment rates in the New Bedford, Plymouth and Taunton LMA's. In

TABLE 1

EMPLOYMENT AND UNEMPLOYMENT
ANNUAL UNADJUSTED AVERAGES
1977 AND 1978

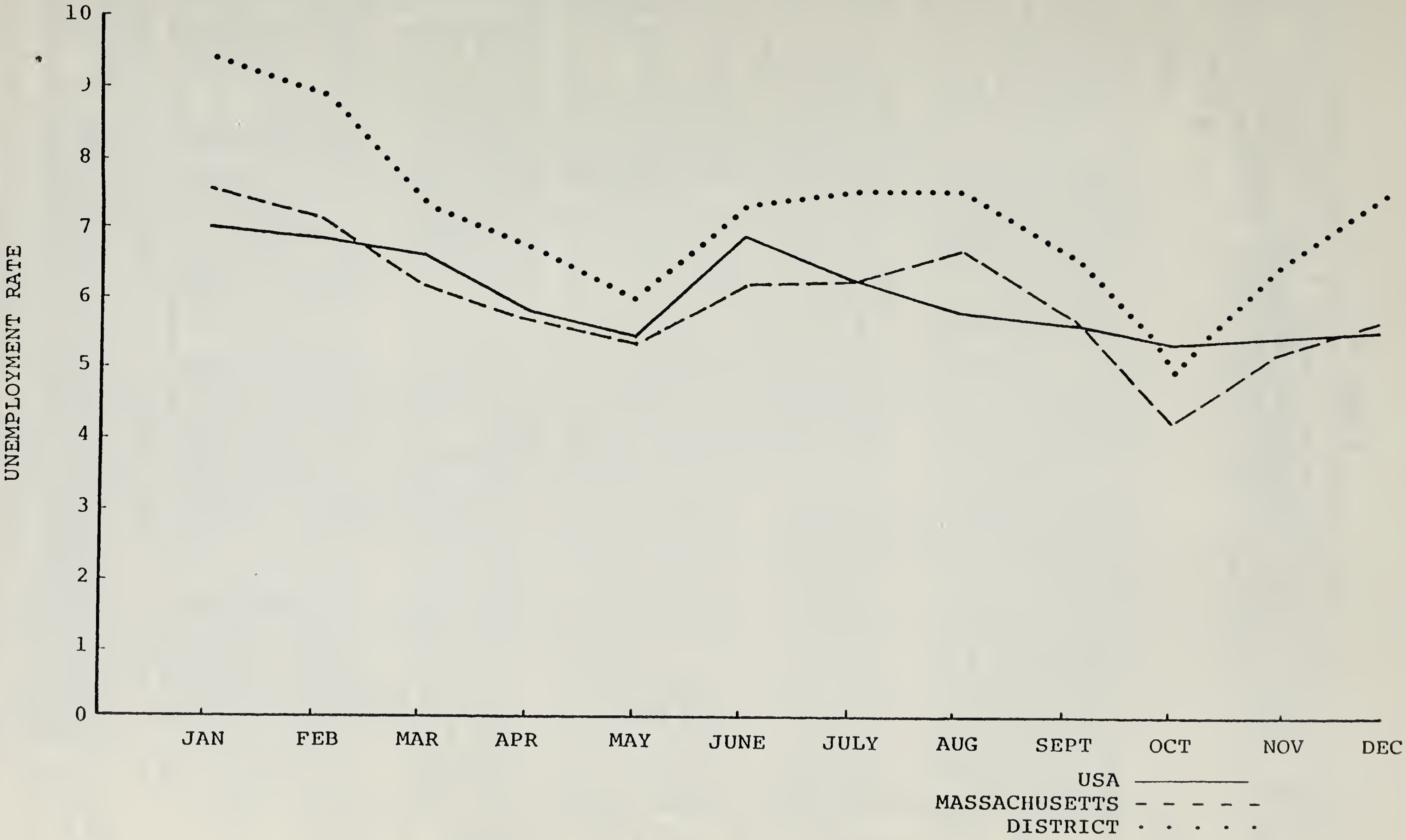
	LABOR FORCE		EMPLOYMENT		UNEMPLOYMENT		RATE	
	1977	1978	1977	1978	1977	1978	1977	1978
*FALL RIVER LMA	69,317	72,496	63,105	67,669	6,212	4,827	9.0	6.6
DIGHTON	2,324	2,433	2,127	2,280	197	153	8.5	6.3
FALL RIVER	47,707	49,793	43,087	46,204	4,620	3,589	9.7	7.2
SOMERSET	8,814	9,250	8,130	8,718	684	532	7.8	5.8
SWANSEA	5,850	6,186	5,553	5,955	297	231	5.1	3.7
WESTPORT	4,622	4,834	4,208	4,512	414	322	9.0	6.7
*NEW BEDFORD LMA	72,607	72,213	64,665	66,356	7,942	5,850	10.9	8.1
ACUSHNET	4,059	4,024	3,632	3,703	427	314	10.5	7.8
FAIRHAVEN	8,196	8,182	7,396	7,593	800	589	9.8	7.2
FREETOWN	2,033	2,013	1,778	1,825	255	188	12.5	9.3
LAKEVILLE	2,062	2,047	1,824	1,872	238	175	11.5	8.5
MARION	1,489	1,488	1,347	1,383	142	105	9.5	7.1
MATTAPOISETT	2,126	2,128	1,937	1,989	189	139	8.9	6.5
NEW BEDFORD	51,635	51,331	45,859	47,076	5,776	4,255	11.2	8.3
ROCHESTER	1,007	1,000	892	915	115	85	11.4	8.5
*PLYMOUTH LMA	20,013	20,256	17,563	18,112	2,450	2,144	12.2	10.6
CARVER	1,796	1,796	1,442	1,486	354	309	19.7	17.2
MIDDLEBOROUGH	9,617	9,775	8,697	8,970	920	805	9.6	8.2
PLYMPTON	867	880	779	803	88	78	10.2	8.9
WAREHAM	7,773	7,805	6,645	6,853	1,088	952	14.1	12.2
TAUNTON LMA	25,933	25,472	23,654	23,570	2,279	1,903	8.8	7.5
BERKLEY	1,010	993	922	919	88	74	8.7	7.4
RAYNHAM	3,373	3,321	3,128	3,116	245	205	7.3	6.2
TAUNTON	21,550	21,158	19,604	19,534	1,946	1,624	9.0	7.7
*PROVIDENCE/WARWICK/ PAWTUCKET LMA	44,329	45,613	41,262	43,291	3,058	2,323	6.9	5.1
ATTLEBORO	17,842	18,364	16,625	17,442	1,217	922	6.8	5.0
N. ATTLEBOROUGH	10,348	10,599	9,468	9,933	880	666	8.5	6.3
NORTON	4,857	5,022	4,604	4,831	253	191	5.2	3.8
PLAINVILLE	2,324	2,400	2,191	2,299	133	101	5.7	4.2
REHOBOTH	3,207	3,276	2,902	3,045	305	231	9.5	7.1
SEEKONK	5,751	5,952	5,472	5,741	270	211	4.9	3.5
OTHER								
MANSFIELD	4,934	5,083	4,616	4,824	318	259	6.4	5.1
DISTRICT TOTAL	237,133	241,133	214,865	223,822	22,259	17,306	9.4	7.2

SOURCE: Massachusetts Division of Employment Security. Employment and Unemployment: Cities and Towns, Jan.-Dec., 1977 and Jan.-Dec., 1978.

*The communities listed are those which are members of the District. The Fall River LMA data does not include Tiverton and Little Compton in Rhode Island. The New Bedford LMA data does not include Dartmouth. The Plymouth LMA data does not include Plymouth and the Providence/Warwick/Pawtucket LMA data does not include the Rhode Island portion of the LMA.

COMPARISON OF UNEMPLOYMENT RATES FOR THE NATION, THE STATE AND THE DISTRICT

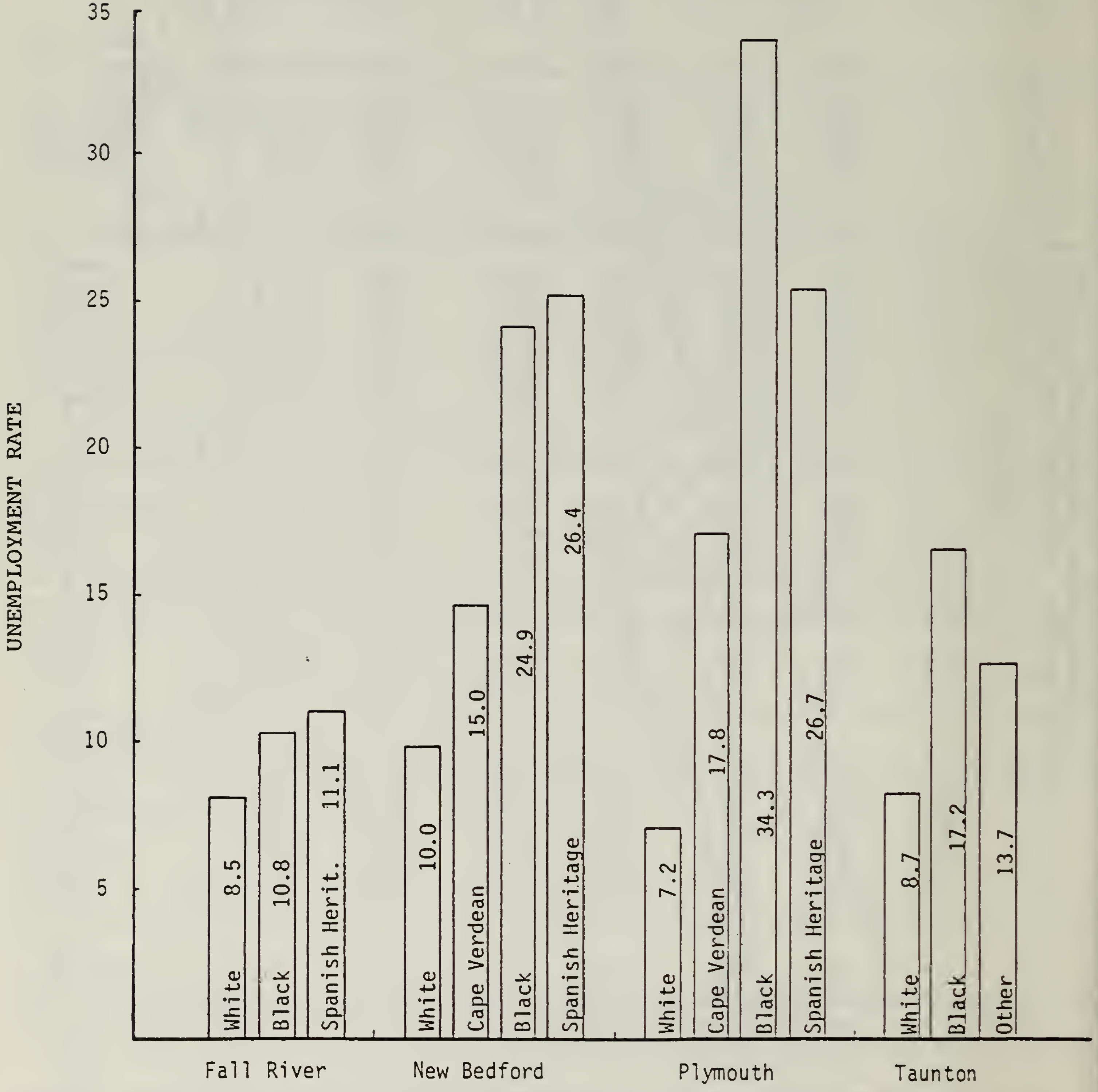
1978



SOURCE: Massachusetts Division of Employment Security

FIGURE 4

UNEMPLOYMENT RATES BY RACE
FOR THE DISTRICT'S LABOR MARKET AREAS
1977



SOURCES:
1) Manpower Information for Affirmative Action Programs: Fall River LMA, (Massachusetts Division of Employment Security), 1978;
2) Manpower Information for Affirmative Action Programs: New Bedford LMA, (DES), 1978;
3) Special Annual Planning Report: Plymouth LMA, (DES), 1978; and
4) Manpower Information for Affirmative Action Programs: Taunton LMA, (DES),

the New Bedford and Plymouth LMA's unemployment rates for Cape Verdeans, 15.0 and 17.8 percent respectively, were also extremely high. Clearly, although the employment situation appears to be improving for the District as a whole since 1976, the unemployment problem of minority groups still needs to be specifically addressed.

C. EMPLOYMENT

As illustrated in Table 2, the total average annual employment for the District increased from 132,774 in 1967 to 150,719 in 1977, an increase of 13.5 percent. This increase may not seem large for a ten year period, but although not shown, some fluctuation in employment occurred during the decade for practically all LMA's in all sectors of the industry. Increases in employment were particularly noticeable for 1972 and 1973. Figures for 1977 for the most part reflect a bouncing back to 1973 figures after the recession years of 1974 and 1975.

Table 2 reflects employment by place of work. The data which is available by registering employment in establishments subject to the Massachusetts Employment Security Law generally excludes employment in private primary and secondary educational institutions, religious organizations, agriculture, domestic service, self employment, and unpaid family service.

Of all employment sectors, manufacturing provided the largest number of jobs in the District. Manufacturing employment for 1977, however, decreased from 1967 by 4,902 jobs. This trend is in line with manufacturing trends for the State of Massachusetts and the nation. The Taunton and the Providence/Warwick/Pawtucket LMA's were the only two LMA's not following the declining trend, but their growth was extremely restricted for the ten-year period.

Manufacturing employment in the Providence/Warwick/Pawtucket LMA increased by 385 jobs for those communities which are members of the District. The Town of North Attleborough was responsible for a large portion of this increase. The Taunton LMA showed an increase of 88 manufacturing jobs during the ten year period with the City of Taunton generally responsible for this increase.

During the ten year period the largest increase in jobs occurred in three sectors: Wholesale/retail trade; finance/insurance/real estate; and services. Employment in wholesale/retail trades in the District increased by 8,897 jobs. The Taunton, Plymouth and Providence/Warwick/Pawtucket LMA's registered the largest increases. Employment in wholesale/retail trade almost doubled in these three LMA's during the ten-year period. The cities of Fall River, Taunton and Attleboro registered substantial increases while the City of New Bedford suffered a loss of 989 wholesale/retail trade jobs. The following towns registered substantial increased in wholesale/retail trade employment, mostly due to shopping center development: Somerset and Swansea in the Fall River LMA; Fairhaven in the New Bedford LMA; Middlebourough and Wareham in the Plymouth LMA; Raynham in the Taunton LMA; and North Attleborough and Seekonk in the Providence/Warwick/

TABLE 2

AVERAGE ANNUAL EMPLOYMENT BY MAJOR INDUSTRY DIVISION

1967 - 1977

	TOTAL		AGRICULTURE FORESTRY, FISHING		MINING		CONTRACT CONSTRUCTION		MANUFACTURING		TRANSP. COMM. UTILITIES		WHOLESALE/ RETAIL TRADE		FINANCE INS., REAL EST.		SERVICES	
	67	77	67	77	67	77	67	77	67	77	67	77	67	77	67	77	67	77
DISTRICT	132,774	150,719	1,893	1,618	162	104	5,054	4,287	80,785	75,883	5,279	5,658	25,880	34,777	3,886	6,051	9,838	22,243
*FALL RIVER LMA	41,493	44,443	102	95	84	2	1,375	1,217	24,433	20,126	2,495	1,821	8,527	11,131	1,504	2,420	2,968	7,630
DIGHTON	3,261	801	14	12	0	0	26	37	2,969	455	9	7	79	73	26	11	138	206
FALL RIVER	34,806	37,603	35	39	0	0	948	745	20,891	18,956	2,038	1,284	6,943	7,592	1,404	2,179	2,542	6,807
SOMERSET	1,688	2,314	30	23	0	0	132	138	153	206	302	435	798	1,115	51	153	141	246
SWANSEA	886	2,730	11	9	79	2	168	168	256	348	9	27	283	1,882	9	46	71	246
WESTPORT	852	995	12	12	5	0	101	129	164	161	57	68	424	469	14	31	76	125
*NEW BEDFORD LMA	45,672	47,660	1,603	1,306	11	14	1,609	1,347	26,083	24,642	1,723	2,300	9,126	9,327	1,306	1,732	4,216	7,001
ACUSHNET	1,212	1,459	7	11	0	0	127	81	767	1,056	83	51	177	206	3	6	48	48
FAIRHAVEN	1,750	2,822	352	272	0	0	138	117	562	329	20	109	403	1,288	61	151	215	556
FREETOWN	597	816	0	1	11	14	45	99	289	282	35	75	171	176	1	13	45	156
LAKEVILLE	214	436	8	7	0	0	23	44	0	5	20	35	81	150	0	9	82	186
MARION	784	704	9	15	0	0	38	40	303	246	53	50	119	174	9	11	253	168
MATTAPOISETT	386	541	4	3	0	0	56	63	64	58	20	28	144	275	4	27	95	87
NEW BEDFORD	40,655	40,805	1,226	979	0	0	1,167	870	24,082	22,661	1,456	1,949	8,027	7,038	1,228	1,515	3,468	4,793
ROCHESTER	74	77	2	18	0	0	15	33	16	5	36	3	4	11	0	0	0	7
*PLYMOUTH LMA	4,112	6,382	12	41	12	27	268	294	1,686	1,618	249	288	1,255	2,258	224	438	410	1,421
CARVER	71	141	0	17	0	0	23	17	0	3	5	15	15	31	0	0	28	58
MIDDLEBORO	2,718	3,216	1	12	0	19	155	146	1,426	912	148	120	690	1,133	116	201	183	675
PLYMPTON	42	611	0	3	0	0	8	33	5	549	20	5	5	5	3	7	2	10
WAREHAM	1,281	2,414	11	9	12	8	82	98	255	154	76	148	545	1,089	105	230	196	678
TAUNTON LMA	11,240	14,575	19	28	21	22	444	357	6,340	6,428	429	546	2,732	4,319	363	507	894	2,368
BERKLEY	58	56	0	1	0	0	2	4	13	3	8	6	25	41	0	0	11	1
RAYNHAM	1,066	1,834	7	14	0	0	55	51	82	41	78	84	660	1,241	12	52	172	351
TAUNTON	10,116	12,685	12	13	21	22	387	302	6,245	6,384	343	456	2,047	3,037	351	455	711	2,016
*PROV./WARW./ PAWT. LMA	28,586	35,005	134	122	34	39	1,305	1,010	21,106	21,491	341	693	3,938	7,091	443	891	1,269	3,668
ATTLEBORO	19,535	22,111	38	12	0	0	564	369	16,211	16,235	245	352	1,701	2,752	[illegible]	421	515	1,970
N. ATTLEBOROUGH	3,985	5,145	32	32	8	15	454	254	2,225	2,722	42	185	859	1,247	132	364	234	326
NORTON	1,317	2,265	11	23	0	0	55	79	906	804	0	3	183	649	10	9	152	698
PLAINVILLE	1,521	1,959	12	9	26	24	55	166	1,111	1,175	0	27	229	383	14	32	74	143
REHOBOTH	354	820	6	12	0	0	65	27	58	76	29	30	134	560	2	11	62	104
SEEKONK	1,856	2,705	35	34	0	0	112	115	595	479	25	96	832	1,500	23	54	232	427
OTHER MANSFIELD	1,689	2,554	18	26	0	0	53	62	1,137	1,578	42	10	302	660	46	63	12	155

Source: Massachusetts Cities and Towns: Employment and Wages By Major Industry Division, 1967-1977 (Massachusetts Division of Employment Security). December, 1978.

*The New Bedford LMA data does not include Dartmouth. The Plymouth LMA data does not include Plymouth and the Providence/Pawtucket SMSA data does not include the Rhode Island portion of the SMSA. The communities listed are those which are members of the District.

Pawtucket LMA. Employment in finance/insurance/real estate in the District increased from 3,886 in 1967 to 6,051 in 1977. But by far the largest increase occurred in the services sector -- an added 12,405 jobs (126.1% increase). The cities in each of the LMA's were largely responsible for the substantial increase.

1. NON-AGRICULTURAL EMPLOYMENT

Annual averages for non-agricultural wage and salary employment for 1978 are depicted in Table 3 for the two largest District LMA's. The manufacturing sector breakdowns highlight those sectors which provide the largest amount of jobs. For both LMA's the manufacture of non-durable goods provided more jobs than that of durable goods. For the State of Massachusetts the reverse was true.

It is interesting to note that both LMA's showed an increase in durable goods jobs in 1978; and that the New Bedford LMA had a substantially larger reliance on durable goods than the Fall River LMA.

In 1978 non-durable goods jobs increased by 820 jobs in the Fall River LMA and 90 jobs in the New Bedford LMA. Within non-durable goods, apparel and related industries provided by far the largest amount of jobs -- 9,740 jobs in 1978 in the Fall River LMA and 8,480 jobs in the New Bedford LMA. This represents 46.1 and 33.3 percent respectively of all manufacturing jobs. In comparison, in 1978 apparel and related industries only provided 6.8 percent of all manufacturing jobs in the state.

In the Fall River LMA apparel and related industries registered an increase of 140 jobs in 1978. In the New Bedford LMA, however, it registered a decrease of 20 jobs -- the only single manufacturing sector not showing an increase in jobs. Figure 5 shows the plight of apparel and related industries since 1970. The industry suffered the effects of the recession years of 1974 and 1975 and has been trying to bounce back since then. It is interesting to note that for the New Bedford LMA the overall trend has been one of restricted growth.

The next single manufacturing category providing a substantial amount of jobs was textile mill products -- 4,480 jobs in 1978 in the Fall River LMA and 2,260 jobs in the New Bedford LMA. This represents 21.2 and 8.9 percent respectively of all manufacturing jobs. In comparison, textile mill products only provided 4.5 percent of the jobs in the state in 1978.

2. HOURS AND EARNINGS

Work productivity and the rate of compensation as illustrated by the hours and earnings on Table 4 serve as other indicator of the District's economy. Changes in

TABLE 3

NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT ANNUAL AVERAGES

1977 - 1978

ITEMS	NUMBER OF EMPLOYEES (In Thousands)					
	MASSACHUSETTS 77	MASSACHUSETTS 78	FALL RIVER LMA 77	FALL RIVER LMA 78	NEW BEDFORD LMA 77	NEW BEDFORD LMA 78
TOTAL	2,363,500	2,482,000	53,500	55,640	61,100	62,620
MANUFACTURING	608,000	641,080	20,200	21,140	24,800	25,470
DURABLE GOODS	337,400	364,690	2,900	3,020	7,700	8,280
PRIMARY FAB. METAL	67,700	70,960	**	**	2,700	2,920
MACHINERY (Exc. elect.)	79,500	85,040	**	**	1,000	1,080
ELEC. MACHINERY	85,100	94,090	**	**	2,400	2,420
OTHER	105,100	114,600	**	**	1,600	1,870
NON DURABLE GOODS	270,600	276,380	17,300	18,120	17,100	17,190
TEXTILE MILL PROD.	28,400	29,020	4,300	4,480	2,000	2,260
APPAREL & RELATED	43,500	43,450	9,600	9,740	8,500	8,480
OTHER	198,700	226,800	3,400	3,890	6,600	6,450
NON-MANUFACTURING	1,755,500	1,840,890	33,300	34,500	36,300	37,150

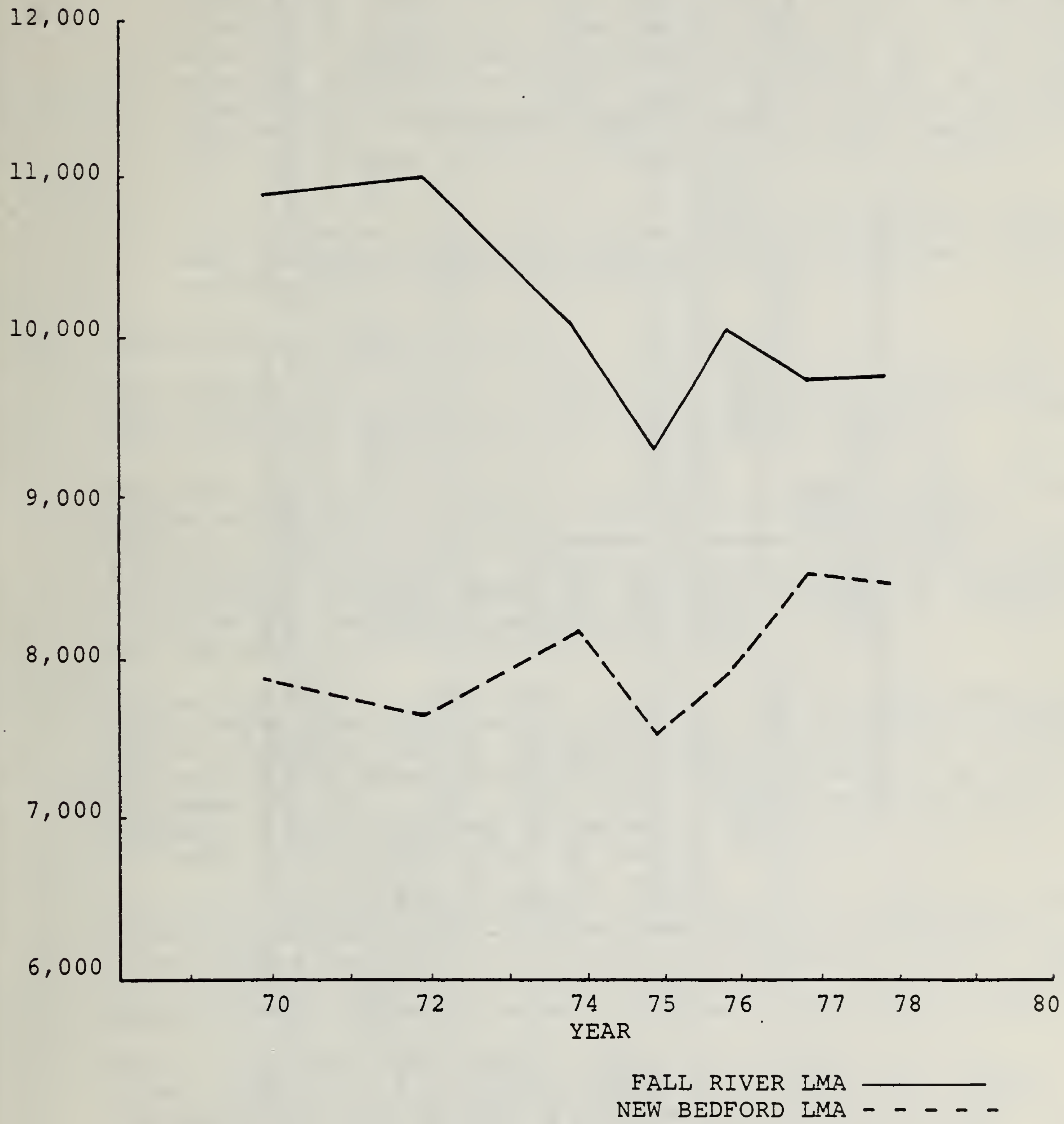
SOURCE: 1978 annual averages were obtained through a monthly compilation of the following periodical: Employment Review (Massachusetts Division of Employment Security), Vol. 5, Jan.-Dec., 1978. 1977 annual averages were obtained from: 1) Annual Planning Information Report: Massachusetts, (DES),1979; 2) Annual Planning Information Report: Fall River Labor Market Area, (DES), 1979; 3) Annual Planning Information Report: New Bedford Labor Market Area, (DES), 1979.

**Not Available

FIGURE 5

APPAREL AND RELATED PRODUCTS
IN THE DISTRICT

1970 - 1978



Source: Massachusetts Division of Employment Security

TABLE 4

HOURS AND EARNINGS OF PRODUCTION WORKERS
ANNUAL AVERAGES
1978

ITEMS	MASSACHUSETTS			FALL RIVER LMA			NEW BEDFORD LMA		
	Weekly Earn.	Weekly Hours	Hourly Earn.	Weekly Earn.	Weekly Hours	Hourly Earn.	Weekly Earn.	Weekly Hours	Hourly Earn.
Manufacturing	$222.03	40.2	$ 5.53	$ 159.34	36.3	$ 4.39	$ 189.92	38.8	$ 4.89
Durable Goods	241.05	40.9	5.90				211.16	41.6	5.09
Primary Fab. Metal	245.18	42.6	5.76				237.39	42.4	5.60
Machinery (Exc. Elect.)	249.27	42.1	5.92						
Electrical Machinery	215.89	39.3	5.50				144.32	38.9	3.70
Nondurable Goods	201.31	39.4	5.11				179.97	37.5	4.79
Textile Mill Prod.	189.56	41.7	4.54	189.47	41.2	4.60	183.87	41.5	4.43
Apparel & Related	149.63	35.0	4.28	139.25	33.1	4.21	164.75	35.4	4.65

SOURCE: Annual averages were obtained through a compilation of the following periodical: Employment Review (Massachusetts Division of Employment Security), Vol. 5, Jan-Dec. 1978.

employment and unemployment alone do not provide the entire picture.

In 1978, weekly hours and earnings for manufacturing for the Fall River and the New Bedford LMA's were well below those of the state. In fact the Fall River LMA registered the lowest weekly earnings and hours in comparison with the New Bedford LMA and the state. Although apparel and related industries provided 46.1 percent of the manufacturing jobs in the Fall River LMA and 33.3 percent in the New Bedford LMA, the weekly earnings of apparel workers in the Fall River LMA were much lower than those in the New Bedford LMA -- $139.25 and $164.75 respectively. New Bedford apparel workers were better paid than the average apparel state workers by $15.12 weekly.

It is interesting to note that textile mill product workers were generally better paid than apparel and related industry workers in both LMA's and the state.

D. POPULATION AND LABOR PROFILES

As illustrated in Table 5, from 1970 to 1975 the population of the District increased by 34,748, a 6.9 percent increase. From 1975 to 2000 it is expected to increase by 17.4 percent.

According to these projections, only two of the District's four cities are expected to show an increase over the projection period -- Taunton with a 4.2 percent increase and Attleboro with a 16.3 percent increase. According to past population trends on which projections were made, Fall River is expected to experience a 3.9 percent decline in population over the projection period and New Bedford a 4.5 percent decline.

Of the District's larger towns (10,000+) in 1975, Mansfield is expected to experience the greatest growth (55.5%) followed by Wareham (37.7%), Westport (34.6%), Seekonk (30.8%), Swansea (29.7%), Middleborough (24.6%), North Attleborough (21.8%), Somerset (17.5%), and Fairhaven (14.7%). Small town growth is expected to be led by Plympton (140.4%) followed by Carver (97%), Raynham (96.8%), Rochester (74.6%), and Freetown (69.5%).

Figure 6 illustrates the trend in the District's population since 1950 and possible growth into the year 2000. The District's growth rate from 1960 to 1970 doubled from that of 1950 to 1960. This trend is expected to continue into 1980. After 1980, the most probable projection shows a decline in this growth rate.

Table 6 provides the latest available population and labor force information for the District's four labor market areas. Information for the entire Providence/Warwick/Pawtucket LMA is not provided since the majority of the area is not in the District.

TABLE 5

DISTRICT POPULATION

1970 - 2000

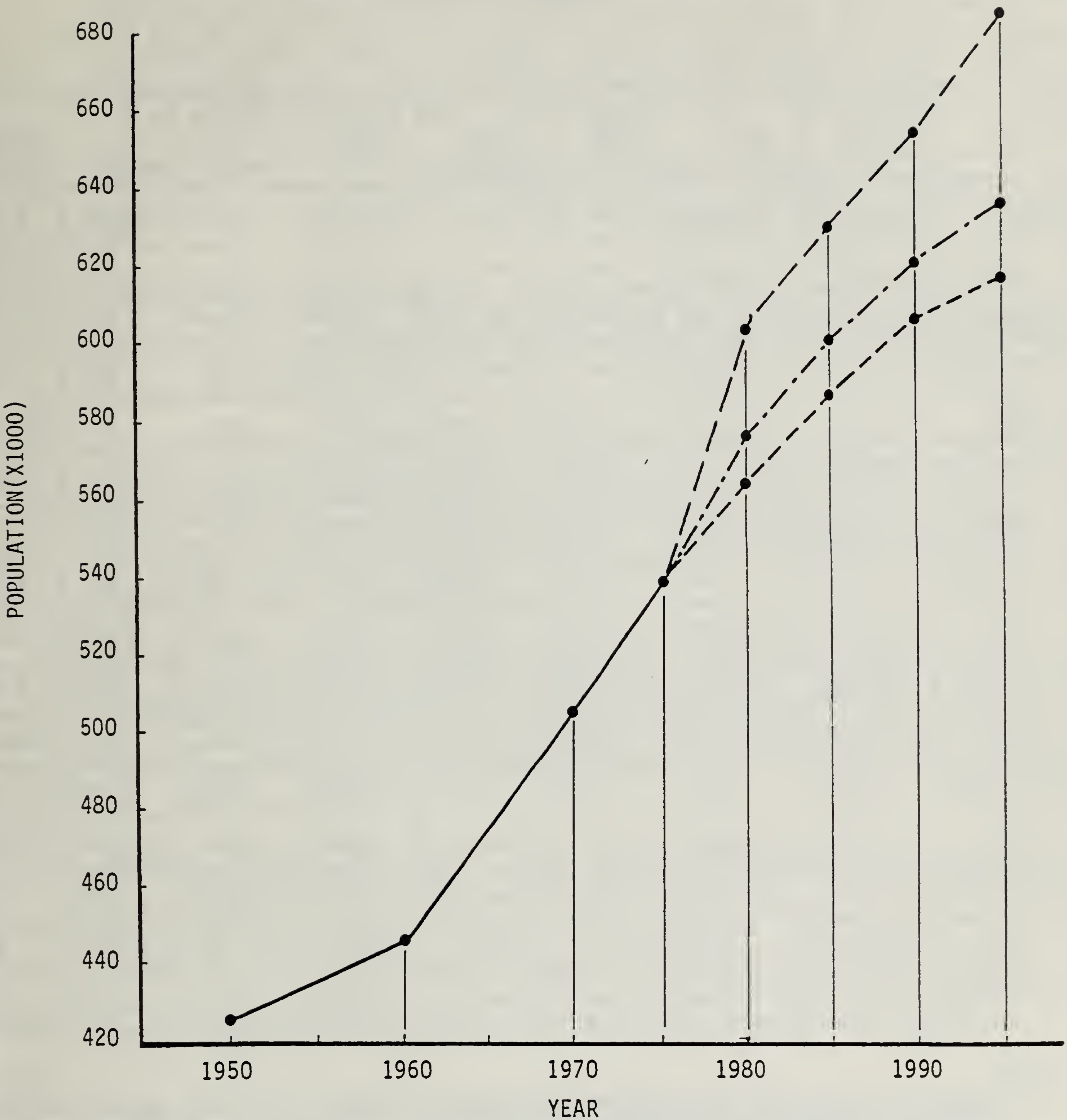
COMMUNITY	1970	1975*	1980	1985	1990	1995	2000	PERCENT CHANGE 1975-2000
Acushnet	7,767	8,439	9,850	10,450	11,000	11,650	11,850	34.3
Attleboro	32,907	32,650	36,250	37,450	38,200	39,000	39,850	16.3
Berkley	2,027	2,300	2,500	2,700	2,850	3,000	3,050	34.7
Carver	2,420	4,280	5,050	5,850	6,700	7,350	**	97.0
Dartmouth	18,800	21,586	24,200	25,600	26,550	26,950	27,050	23.6
Dighton	4,667	5,076	5,850	6,300	6,600	6,900	7,100	36.2
Fairhaven	16,332	16,005	17,850	18,550	18,900	18,900	18,950	14.7
Fall River	96,898	100,339	90,550	88,800	88,700	89,550	90,250	-3.9
Freetown	4,270	5,417	6,200	7,100	8,000	8,550	9,250	69.5
Kingston	5,999	6,776	8,950	9,900	10,800	11,300	**	61.5
Lakeville	4,376	5,118	6,100	6,700	7,250	7,550	7,900	48.2
Mansfield	9,939	12,447	15,900	17,250	18,600	19,200	**	55.5
Marion	3,466	3,764	4,200	4,550	4,800	5,000	5,150	37.9
Mattapoisett	4,500	5,376	6,100	6,700	7,150	7,550	7,800	45.0
Middleboro	13,607	14,146	16,000	17,000	17,550	17,950	18,200	24.6
New Bedford	101,777	100,345	93,850	91,650	91,600	92,450	93,200	-4.5
N. Attleborough	18,665	19,120	21,400	22,350	23,050	23,700	24,250	21.8
Norton	9,487	9,869	13,200	14,400	15,550	16,150	**	44.4
Plainville	4,953	5,463	6,650	7,200	7,550	7,950	8,200	40.8
Plymouth	18,606	26,907	33,850	36,100	38,300	39,000	**	44.6
Plympton	1,304	1,679	2,450	2,950	3,550	4,050	**	140.4
Raynham	6,705	7,720	10,900	12,700	14,600	15,950	**	96.8
Rehoboth	6,512	7,009	8,300	9,050	9,500	9,900	10,300	40.7
Rochester	1,770	2,284	2,600	2,900	3,150	3,500	3,900	74.6
Seekonk	11,116	11,351	13,150	14,100	14,600	15,100	15,450	30.8
Somerset	18,088	19,205	22,150	23,100	23,550	23,650	23,700	17.5
Swansea	12,640	15,052	17,600	19,000	19,900	20,350	20,350	29.7
Taunton	43,756	42,148	43,350	43,700	44,000	44,450	45,100	4.2
Wareham	11,492	15,078	18,450	19,900	21,000	21,900	22,550	37.7
Westport	9,791	12,636	15,150	16,500	17,300	17,750	17,900	34.6
DISTRICT	504,637	539,385	578,550	600,350	620,900	636,250	**	17.4

Sources: 1970 U.S. Census of Population; 1975 Massachusetts State Census; Population Projections, Subtask 1.4 (SRPEDD), 1975.

*1975 figures were used as the projection basis
**Control figures not available at the time projections were prepared
NOTE: These figures include Dartmouth, Kingston and Plymouth although they are no longer members of the District.

FIGURE 6

REGIONAL POPULATION 1950-1995



SOURCE: 1950-1970 U.S. CENSUS
1975 MASSACHUSETTS STATE CENSUS

1980-1995 SRPEDD POPULATION PROJECTION
– – – – – LOW
–·—·— MOST PROBABLE
— — — HIGH

TABLE 6

POPULATION AND CIVILIAN LABOR FORCE BY SEX AND MINORITY STATUS

1977

LMA		SEX	TOTAL	WHITE	NON WHITE				SPAN. HERIT.	MINOR. GROUP*
					TOTAL	CAPE VERDEAN	BLACK	OTHER RACES		
FALL RIVER LMA	POP.	BOTH	164,424	163,297	**	**	317	810	2,430	3,557
		FEMALE	86,668	86,165	**	**	118	385	1,376	1,879
	L.F.	BOTH	74,944	74,481	**	**	157	306	749	1,212
		FEMALE	33,199	33,028	**	**	33	138	365	536
NEW BEDF. LMA	POP.	BOTH	170,756	151,334	19,422	14,568	4,214	640	3,931	23,353
		FEMALE	89,480	79,277	10,203	7,703	2,207	293	2,125	12,328
	L.F.	BOTH	82,246	73,799	8,447	6,464	1,712	271	1,399	9,846
		FEMALE	37,109	33,505	3,604	2,769	737	98	555	4,159
PLYMOUTH LMA	POP.	BOTH	70,521	65,840	4,681	3,285	1,163	233	639	5,320
		FEMALE	36,464	34,004	2,460	1,697	635	128	328	2,788
	L.F.	BOTH	31,200	29,170	2,030	1,487	420	123	247	2,277
		FEMALE	12,544	11,663	881	665	174	42	82	963
TAUNTON LMA	POP.	BOTH	51,842	51,110	**	**	508	234	496	1,238
		FEMALE	26,814	26,459	**	**	263	114	253	630
	L.F.	BOTH	25,933	25,598	**	**	262	73	197	532
		FEMALE	10,630	10,484	**	**	123	22	74	220

SOURCES:

1) Manpower Information for Affirmative Action Programs: Fall River LMA,(Massachuset Division of Employment Security), 1978;
2) Manpower Information for Affirmative Action Programs: New Bedford LMA, (DES), 19
3) Special Annual Planning Report: Plymouth LMA, (DES), 1978; and
4) Manpower Information for Affirmative Action Programs: Taunton LMA, (DES), 1978.

*Sum of Spanish-American and all races except white. Some duplication possible since Spanish American may include nonwhite races as well as white.

**NOT AVAILABLE
L.F. -- LABOR FORCE

Of the four LMA's, the New Bedford LMA had the largest population followed by the Fall River, Plymouth and Taunton LMA's. The New Bedford LMA also had the largest minority group population -- 23,353 or 13.7 percent of the total population. The next largest minority group population was found in the Plymouth LMA. The Taunton LMA had a minority group population of 2.4 percent of the total population and the Fall River LMA had 2.2 percent.

Minority group participation in the labor force was 43 percent for the Taunton LMA, 42.8 percent for the Plymouth LMA, 42.2 percent for New Bedford LMA and 34.1 percent for the Fall River LMA.

Total female participation in the labor force was 41.5 percent for the New Bedford LMA, 39.6 percent for the Taunton LMA, 38.3 percent for the Fall River LMA and 34.4 percent for the Plymouth LMA. The female population of all LMA's was more than half the entire population.

As illustrated in Table 7, the largest portion of the residents in the District's four labor market areas were operatives in goods manufacturing and other industries. This trend is in line with earlier figures showing manufacturing as the largest employment sector in the District. The only exception is the Plymouth LMA, which had more residents in clerical occupations than any other occupations.

For all LMA's most of the rest of the residents were occupied either as clerical workers, craftsmen, service workers or professionals/technicians. It is interesting to note that a substantial number (1,458) of Plymouth LMA residents were occupied as farm workers, managers and supervisors while the Fall River LMA had 592 residents in such occupations; New Bedford had 457; and Taunton had 239.

Table 8 illustrates the average annual wages of workers in District municipalities. Since recent estimates of income are not available for all District municipalities, the data in Table 8 is the best available for analyzing the earning and spending power of the District's residents. Although not all workers in District establishments reside within the District, Table 8 should provide a fairly accurate picture. It should be pointed out that since 1967 many families have become two-income families.

From 1967 to 1977, the average annual wage of District workers has been eroded by inflation. While the cost of living increased by 100 percent during this period, the District average annual wage only increased by 76.5 percent.

The New Bedford LMA led all the LMA's in keeping up with the pace of inflation. Its average annual wage increased by 89.9 percent. The Providence/Warwick/Pawtucket LMA was next with an 82 percent increase, followed by the Plymouth LMA with a 70.2 percent increase, the Taunton LMA with a 64.5 percent increase and the Fall River LMA with a 52.9 percent increase.

TABLE 7

OCCUPATIONS OF RESIDENTS IN THE DISTRICT'S LABOR MARKET AREAS

1977

OCCUPATION	FALL RIVER LMA	NEW BEDFORD LMA	PLYMOUTH LMA	TAUNTON LMA
PROFESSIONAL/TECHNICAL (Engineers, Physicians, Teachers, and Other)	7,435	8,860	3,650	2,864
MANAGERS (Except Farm)	4,713	5,499	1,944	1,550
SALES (Retail and Others)	4,285	3,877	1,490	1,256
CLERICAL (Secretaries and Others)	10,175	10,943	4,181	3,664
CRAFTSMEN (Mechanics, Machinists, Carpenters, Construction and Others)	10,644	10,431	3,249	3,437
OPERATIVES (Goods Manufacturing and Other Industries)	17,735	18,666	2,172	5,658
TRANSPORT OPERATIVES (Truck Drivers and Others)	2,178	2,284	725	817
LABORERS (Except Farm)	3,161	3,511	1,186	849
SERVICE (Cleaning, Food, Health, Protection and Other)	7,851	8,631	3,942	3,229
HOUSEHOLD	245	282	165	91
FARM (Workers, Managers, Supervisors)	592	457	1,458	239
Unaccounted			729	
ALL OCCUPATIONS	69,012	73,441	23,433	23,654

SOURCES:
1) Manpower Information for Affirmative Action Programs: Fall River LMA, (Massachusetts Division of Employment Security), 1978;
2) Manpower Information for Affirmative Action Programs: New Bedford LMA, (DES), 1978;
3) ecial Annual Planning Report: Plymouth LMA, (DES), 1978;
1
4) npower Information for Affirmative Action Programs: Taunton A, (DES), 1978.

TABLE 8

AVERAGE ANNUAL WAGES OF WORKERS IN DISTRICT ESTABLISHMENTS

COMMUNITY	1967	1969	1971	1973	1975	1977
District	4,895	5,359	6,398	6,975	7,680	8,638
Fall River LMA	5,455	5,953	6,902	7,317	7,611	8,343
Dighton	7,884	8,541	10,313	9,879	8,085	10,439
Fall River	4,539	5,187	5,889	6,525	7,232	8,198
Somerset	5,028	5,414	6,373	6,900	8,435	9,201
Swansea	5,252	5,422	5,893	6,681	7,022	6,573
Westport	4,580	5,202	6,043	6,599	7,280	7,302
New Bedford LMA	4,446	4,962	5,867	7,001	7,400	8,442
Acushnet	5,347	5,960	7,040	7,411	8,869	10,472
Fairhaven	4,460	5,114	5,835	6,281	7,138	7,875
Freetown	5,528	5,135	6,217	11,099	7,882	8,995
Lakeville	2,588	3,122	3,835	4,270	4,816	5,095
Marion	6,182	7,516	8,225	8,885	10,293	10,441
Mattapoisett	3,565	4,127	4,511	5,043	6,402	7,461
New Bedford	4,758	5,457	6,053	6,966	8,062	9,458
Rochester	3,139	3,262	5,221	6,053	5,741	7,743
Plymouth LMA	4,782	4,561	6,592	6,558	7,492	8,138
Carver	3,698	4,119	5,387	5,625	6,392	6,308
Middleborough	4,587	4,836	5,830	6,394	7,057	8,083
Plympton	6,365	4,086	9,402	7,739	9,102	10,094
Wareham	4,480	5,202	5,748	6,477	7,415	8,068
Taunton LMA	4,230	4,593	5,383	5,920	6,226	6,958
Berkley	3,392	3,468	4,972	4,739	4,013	5,269
Raynham	4,021	4,455	4,887	6,146	6,920	7,051
Taunton	5,276	5,855	6,289	6,876	7,744	8,553
Providence/Warwick/ Pawtucket LMA	4,980	5,700	6,300	6,834	7,923	9,064
Attleboro	5,671	6,525	7,178	7,984	8,989	10,434
North Attleborough	5,218	5,867	6,228	6,781	7,750	8,580
Norton	4,520	5,091	5,613	6,853	8,376	9,279
Plainville	4,973	5,668	6,245	6,770	7,587	8,885
Rehoboth	4,907	6,295	7,108	6,475	7,891	9,169
Seekonk	4,591	4,755	5,425	6,139	6,947	8,035
Other						
Mansfield	5,477	6,385	7,342	8,221	9,431	10,885

SOURCE: *Massachusetts Cities and Towns: Employment and Wages by Major Industry Divisions, 1976-1977*, (Massachusetts Division of Employment Security), December, 1978.

*The communities listed are those which are members of the District. The New Bedford LMA data does not include Dartmouth. The Plymouth LMA data does not include Plymouth and the Providence/Warwick/Pawtucket LMA data does not include Tiverton and Little Compton in Rhode Island. The Fall River LMA does not include Tiverton and Little Compton in Rhode Island.

Of the District's four cities, the City of New Bedford showed the largest increase in the average annual wage with 98.8 percent. Attleboro trailed behind with an 84 percent increase followed by Fall River with an 80.6 percent increase and Taunton with a 62.1 percent increase.

E. MUNICIPAL FINANCES

As illustrated in Table 9 the District's four cities suffer from high tax rates. The cities of Fall River and New Bedford, in effect, have some of the highest tax rates in the state. In 1978, the full value tax rate of $76.02 for Fall River was the second highest in the state. Only the City of Boston surpassed this figure with $123.92.

The full value tax rate is an approximation of the effective or true rate of taxation in each city or town. It is the product of the assessment ratio multiplied by the tax rate.

Other municipalities in the District had full value tax rates close to the state average, $44.10 -- the cities of Taunton and Attleboro with $42.46 and $43.07 respectively, and the towns of Middleborough ($42.24), Norton ($42.16), Carver ($41.65), Fairhaven ($41.00), Raynham ($37.20) and Wareham ($35.36).

It is interesting to note that all municipalities showed an increase in their tax rates from 1977 to 1978 and only Plainville changed its assessment ratio from 13 to 100 percent.

F. LAND USE

As illustrated in Table 10, although acreage for residential, commercial and industrial development has increased substantially since 1950, the District is still largely rural. In 1970, 83 percent of the District's acreage was still used for agriculture or was undeveloped. By 1990 this acreage is only expected to decrease by 7 percent.

The period from 1950 to 1970 saw the larger increase in acreage for all categories than is expected from 1970 to 1990. It was during this period that many of the District's highways were constructed and recreation areas were established. Residential, commercial and industrial acreage also increased at a higher rate from 1950 to 1970 than it is expected to increase to 1990. The biggest increase in the three urban categories was in commercial acreage, a 103.5 percent increase, followed by industrial acreage (83.9%), and residential acreage (58.2%).

For the period of 1970 to 1990, the growth rate in acreage for these categories is expected to decrease. During this period residential acreage is expected to grow at a higher rate (45.3%) than commercial (23.8%) and industrial (21.3%). Residential growth will be mostly due to immigration to those communities which serve as "bedroom" communities for Boston -- Mansfield, Norton, Raynham, Kingston, Plymouth, Plympton and Carver.

TABLE 9

MUNICIPAL VALUATION AND TAXATION
1977 - 1978

COMMUNITY	ASSESSED VALUATION ($000) 77	ASSESSED VALUATION ($000) 78	ACTUAL TAX RATES per $1,000 ($) 77	ACTUAL TAX RATES per $1,000 ($) 78	ASSES. RATIO (%) 77	ASSES. RATIO (%) 78	FULL VALUE TAX RATE per $1,000 ($) 77	FULL VALUE TAX RATE per $1,000 ($) 78
Acushnet	10,930	11,083	$240.00	252.00	13	13	31.20	32.76
Attleboro	201,825	208,615	68.50	73.00	59	59	40.42	43.07
Berkley	11,095	11,807	56.00	62.00	46	46	25.76	28.52
Carver	10,037	10,475	216.00	245.00	17	17	36.72	41.65
Dighton	13,741	14,422	123.00	134.00	20	20	24.60	26.80
Fairhaven	28,014	28,189	196.00	205.00	20	20	39.20	41.00
Fall River	191,094	191,056	191.00	181.00	42	42	80.22	76.02
Freetown	13,510	13,894	140.00	173.00	15	15	21.00	25.95
Lakeville	38,712	40,201	47.00	54.60	59	59	27.73	32.21
Mansfield	63,222	65,385	84.00	89.60	38	38	31.92	34.05
Marion	37,974	38,786	48.00	54.40	44	44	21.12	23.94
Mattapoisett	39,921	41,121	63.00	70.00	44	44	27.72	30.80
Middleborough	63,873	65,259	92.00	96.00	44	44	40.40	42.24
New Bedford	231,581	227,912	172.00	173.20	32	32	55.17	55.42
North Attleborough	191,714	197,483	31.60	36.80	89	89	28.12	32.75
Norton	66,708	70,000	54.80	68.00	62	62	33.98	42.16
Plainville	10,081	78,128	174.00	29.70	13	100	22.62	29.70
Plympton	17,377	17,894	46.00	53.00	45	45	20.70	23.85
Raynham	70,626	74,045	44.00	52.40	71	71	31.24	37.20
Rehoboth	93,548	96,196	28.00	30.50	101	100	28.28	30.50
Rochester	14,108	15,009	66.00	73.50	44	44	29.04	32.34
Seekonk	126,381	131,415	37.50	42.50	72	72	27.00	30.60
Somerset	488,758	491,435	22.00	24.00	100	100	22.00	24.00
Swansea	103,530	105,105	41.50	45.50	64	64	26.56	29.12
Taunton	74,614	75,188	177.60	193.00	22	22	39.07	42.46
Wareham	159,805	163,371	44.40	49.80	71	71	31.52	35.36
Westport	28,947	29,793	160.00	168.00	19	19	30.40	31.92

SOURCE: Massachusetts Taxpayers Foundation, Inc. Municipal Financial Data, 1977 and 1978.

TABLE 10

PAST AND PROJECTED LAND USE FOR THE DISTRICT

1950 - 1990

	1950		1970		50-70	1990		70-90
	Acres	% of Total	Acres	% of Total	% Change	Acres	% of Total	% Change
Residential	39,320	6	62,204	10	58.2	90,400	15	45.3
Commercial	2,529	.4	5,147	.8	103.5	6,374	1	23.8
Industrial	2,432	.4	4,472	.7	83.9	5,426	.9	21.3
Transportation	604	.1	8,164	1.3	1,251.6	9,700	1.6	18.8
Public & Open	3,508	.6	7,637	1	117.7	10,200	1.7	33.6
Extractive	624	.1	5,706	.7	814.4	7,700	1.3	34.9
Recreation	1,333	.2	7,366	1	452.6	15,500	2.5	110.4
Agriculture	109,061	18	86,110	14	-21.0	71,100	12	-17.4
Undeveloped	446,881	74	419,486	69	- 6.1	390,392	64	- 6.9
TOTAL	606,292	99.8	606,292	98.5		606,292	100.0	

SOURCE: The Comprehensive Regional Plan for Southeastern Massachusetts: Land Use Element (SRPEDD), January, 1978.

Commercial acreage growth will continue due mostly to development of new shopping centers close to major highways.

Some of these increases, however, can be attributed to a tendency in using greater amounts of acreage for suburban uses. New industrial construction generally consists of one-story buildings which require much more area per square foot of floor space than the older multiple-story factories that were built in the cities. Since about 1960, subdivisions with one-acre or two-acre house lots have become more common than those with half-acre lots. Suburban shopping malls, with their adjacent parking areas, cover extensive acreage. Thus, the change in the land use pattern of the District, over the past twenty years has been towards "suburban sprawl."

Some highway expansion is projected to occur from 1970 to 1990. The number of highway miles projected, however, is much less than that which occurred between 1950 and 1970. As a result, the increase in transportation acreage will be very slight.

There will probably be some improvements and additions to present institutions, but the increase in acreage will not be regionally significant.

With respect to growth in acreage for extractive uses, the exploitation of coal may change the picture. In 1976 a limited survey done for commercially-exploitable coal deposits in southeastern Massachusetts found extensive deposits.* In the coming years, more intensive surveys will be completed to verify the continuity and uniformity of deposits. If the surveys prove exploitation of coal beds to be economically worthwhile, and if the environmental and regulatory considerations are satisfied, the resource may be developed. The amount of land used for sand and gravel operations is expected to remain constant in the future, since no great increase in construction activity is expected.

Because of the increased environmental awareness in recent years, it can be expected that the acreage for recreational land will increase as more land is set aside for open space by town conservation commissions, public land trusts, other public agencies and organizations such as the Audubon Society.

Acreage used for agriculture is expected to continue declining and if nothing is done to reverse this trend, agriculture may be a part of history in Massachusetts by the twenty first century.

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*Providence Sunday Journal, December 19, 1976

G. TRANSPORTATION

Figure 7 illustrates highway construction since 1950. Presently the District is serviced by three interstate highways -- I-95, I-295 and I-195. Interstate 495 is presently under construction and will provide an important link from Mansfield to Raynham.

The District is also serviced by three U.S. routes, US1, US44 and US6, and numerous state highways. Five of the state highways -- State routes 3, 24, 25, 79 and 140 -- offer controlled access to major urban areas in the District and important surrounding centers such as Boston, Providence and the Cape. The District's highway network combined with local streets offers excellent accessibility to the primary modes of transportation in the area -- the automobile and the truck.

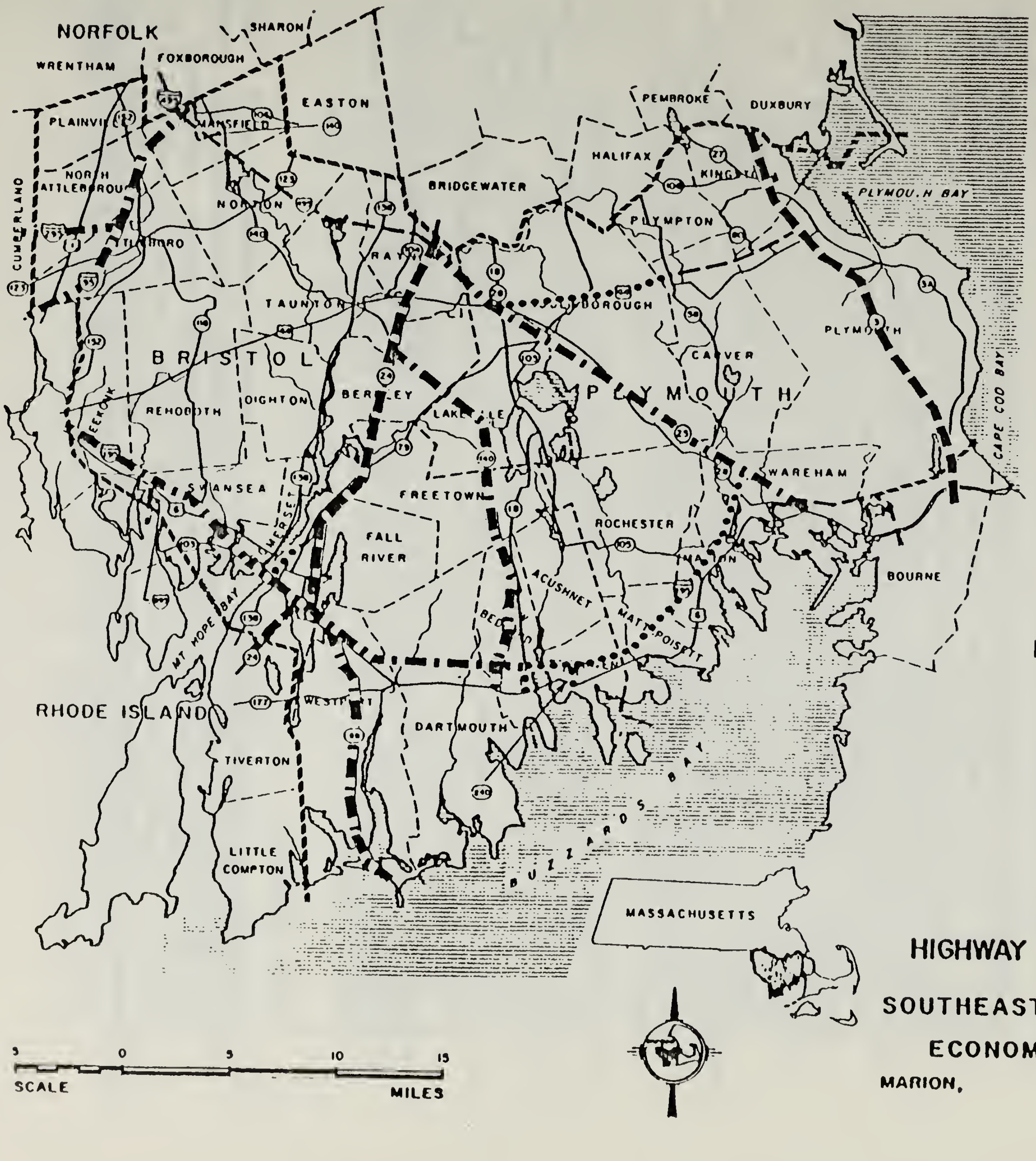
The vast majority of new highway construction occurred between 1960-1969 with resulting burgeoning of suburban development. New highway construction in the 1970's and that expected for the 1980's is considerably less. One important link to be constructed in the 1980's will be I-495.

The pattern of urban development in the District has been aligning itself along major highways, even prior to 1950. From 1950 to 1970 many of the District's municipalities, in an effort to attract industry for employment and tax revenues, developed large industrial parks close to the major transportation corridors. The suburban areas close to cities or major highways became dotted with shopping centers and residential subdivisions. The older, local highways, such as Route 6 and Route 44, blossomed with intense strip commercial development. Major shopping centers, such as the Dartmouth and Swansea Malls, located near strategic suburban interchanges of controlled access highways, such as I-195.

The adverse impact of this development has been felt by the District's cities. The suburban exodus, however, is presently being addressed, if not yet halted, by a concerted effort to revitalize urban centers and draw interest back to downtowns. Fuel shortages may further encourage this back-to- city trend.

There are still large parcels of vacant land, however, set up as industrial parks near interchanges and alongside highways completed since the late 1960's. It can be expected that to some degree growth in the District will continue to pattern itself along these accessible undeveloped areas.

Rail service in the region is primarily geared to freight. The currently active 123 miles of rail are owned by the Consolidated Rail Corporation (CONRAIL) --a private profit-making corporation established by the federal government. Daily freight cars are operated from Framingham to Attleboro, Taunton, Middleborough, Fall River and New Bedford. Present operations are expected to continue for the near future. Commuter rail service is provided between Boston and Providence. Stations are located in Attleboro and Mansfield with approximately 200 and 350 daily users respectively in 1978.



NOTE: INTERSTATE 495 IS PRESENTLY UNDER CONSTRUCTION

FIGURE 7

HIGHWAY CONSTRUCTION 1950-1979

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT

MARION, MASSACHUSETTS

Two regional transit authorities have been established to provide public transit in the District. The Southeastern Regional Transit Authority (SRTA) was formed in 1974 to serve the New Bedford-Fall River urban areas. And the Greater Attleboro-Taunton Regional Transit Authority (GATRA) was formed in late 1976 to provide public transit for the Attleboro-Taunton urban areas. In 1978 the network serviced by SRTA contained a total of 41 bus routes. In addition to regular bus runs, SRTA operated special trips to local high schools and work sites. Door-to-door service was provided to the handicapped, and the elderly were provided free service. GATRA was expected to begin service in 1979. Although the District prepared a Transit Development Program for Southern Plymouth County, a transit authority has not yet been established for the area. Existing intercity runs are operated by private carriers.

Southeastern Massachusetts is primarily a coastal region with the bulk of marine activities located in the principal seaports of Fall River and New Bedford-Fairhaven. Additional ports are provided in Plymouth, and to a lesser extent Mattapoisett, Wareham, Marion, Westport, Dartmouth and Swansea. The Port of Fall River is primarily a receiving port for petroleum products. Waterfront improvements and expansion of port facilities are being studied with a planning grant from the State. The Port of New Bedford-Fairhaven ranks as one of the largest fishing ports in the nation. Despite continued growth in the fishing industry, however, there has been a constant decline in the volume of goods handled by the Port since the mid-1960's. To stop this decline, several recent studies have focused on revitalizing the port. Federal funding has also been obtained to improve harbor facilities.

Six airports complement the region's transportation system. In 1978 they served general aviation traffic with a total of 11 runways and 394 based aircraft. New Bedford, Fall River, Taunton, Mansfield and Plymouth airports are owned and operated by municipal airport commissions. Middleborough airport is privately owned and operated. Currently, only the New Bedford Airport maintain a scheduled airline. According to the Massachusetts Airport Systems Plan it is expected that, if adequately maintained and upgraded, publicly owned airports will meet aviation demand in the region until 1993.

H. WATER QUALITY

Southeastern Massachusetts is rich in water resources with a network of rivers, ponds, groundwater aquifers, estuaries and coastal waters. The present quality of these waters ranges from very clean to grossly polluted depending largely upon the amount of human activity taking place within a drainage basin. Rivers which drain relatively undeveloped land have high water quality. Pollutants are released into the area's surface and groundwater through municipal and industrial sewage discharges and also through stormwater runoff, landfill leachate and agricultural runoff.

All surface waters in the District have been assigned classification goals of either "A" or "B" for fresh waters and "SA" or "SB" for coastal waters by the Massachusetts Division of Water Pollution Control (DWPC). The classifications represent waters which will meet or exceed the national water quality goals of "fishable, swimable water" by 1983.*

The District has three river drainage basins--the Ten Mile River, the Taunton River and the Coastal drainage basins.

1. TEN MILE RIVER BASIN

The Massachusetts portion of the Ten Mile River Basin which consists of 48.9 square miles is primarily located in the towns of Plainville, North Attleborough, and Seekonk and the City of Attleboro. Public water supply within the basin comes from both surface and groundwater sources. Presently, the water quality of the Ten Mile River is controlled mainly by the discharges of the Attleboro and North Attleborough sewage treatment plants. During dry conditions 80 percent of the river's flow is estimated to come from these discharges. As a result, advanced treatment including seasonal removal of phosphorous is required at both plants. In the past industrial discharges have played a major role in the Ten Mile River's pollution problem. As a result of the National Pollutant Discharge Elimination System, however, the industrial pollution of the river has been drastically reduced.

2. TAUNTON RIVER BASIN

The Taunton River main stem and tributaries drain 530 square miles of southeastern Massachusetts and empty into Mount Hope Bay. In addition to the Taunton River, four smaller rivers empty into Mount Hope Bay.

Water quality surveys conducted by DWPC indicate that violations of Massachusetts Water Quality Standards occur throughout the basin. Most major municipal and industrial discharges are presently inadequately treated and cause significant water quality problems, particularly in the area of Taunton and Fall River. In addition, thermal pollution from several power plants elevates stream temperature significantly.

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*Water Quality: Areawide Management Plan for Southeastern Massachusetts, (SRPEDD), February 1978.

3. COASTAL DRAINAGE BASIN

The coastal drainage area is comprised of several small independent river basins draining into Cape Cod and Buzzards Bay. The most serious water quality problems in this basin is in the New Bedford Harbor Area. As a result of many years of unregulated industrial discharges, high levels of several toxic pollutants including polychlorinated biphenyls (PCB's) lead and copper, have accumulated in sediments. Fish and shellfish in the area have been found unfit for consumption due to the high levels of contamination.

Oil spills are a constant threat in the coastal waters of the District. During the past two years, significant spills have occurred from the grounding of a tanker in Mount Hope Bay. Outside the New Bedford area water quality is affected particularly by landfill leachate, cranberry pesticides, and urban and agricultural runoff.

Industries in the District which discharge into sewage treatment plants have to meet pretreatment requirements if their wastes are to be compatible with the biological treatment of the plants. Those which discharge into surface waters also have to meet the requirements of "fishable and swimable waters" by 1983. Table 11 illustrates industrial waste treatment requirements in the major industrial municipalities of the District.

Figure 8 illustrates the location of water supply sources in the District--municipal wells, aquifers, and reservoirs. In 1970, a District study on water supply estimated the safe yield of established sources for the District to be 84.6 million gallons per day (MGD) including the towns of Plymouth, Kingston and Dartmouth.*

The study also estimated that by 1990 the District demand will be 100 mgd. North Attleborough, Mansfield and Fairhaven may require supplementary supplies by 1990 and the municipalities of Attleboro, Taunton, Dighton, Fall River, Westport, New Bedford and Acushnet will be water short.

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*Regional Study for Water Supply, Sewage Disposal and Drainage, (SRPEDD) June 1970.

TABLE 11

INDUSTRIAL WASTE TREATMENT REQUIREMENTS

	Major Industry (s)-Pollutant Profile	Specific Needs	Specific Problem (s)	Specific Recommendation(s)
Attleboro	-- Metal-related (Jewelry)/Metals	Updated Industrial Survey Information on Water Reuse	Potentially Water-Short Area Hazardous Waste Disposal	Provide Industries with Pretreatment Requirements & Cost Data
Fall River	-- Textiles/SS,COD -- Food Processing/SS -- Metal-related/Metals	Information on Solids Separation	Potential Economic Impact	Provide Industries with Appropriate Cost Data
New Bedford	-- Metal-related/High Flow -- Textiles/SS, COD -- Fish Processing/SS	Information on Water Reuse Solids Separation	Potential Economic Impact Hazardous Waste Disposal	Provide Industries with Cost Saving Opportunities
North Attleborough	-- Metal-related (Jewelry)/Metals	Industrial Survey	Hazardous Waste Disposal	Provide Industries with Pretreatment Requirements
Taunton	-- Metal-related (Silverware)/Metals	Information on Pretreatment Options	Hazardous Waste Disposal	Provide Industries with Pretreatment Requirements & Cost Data

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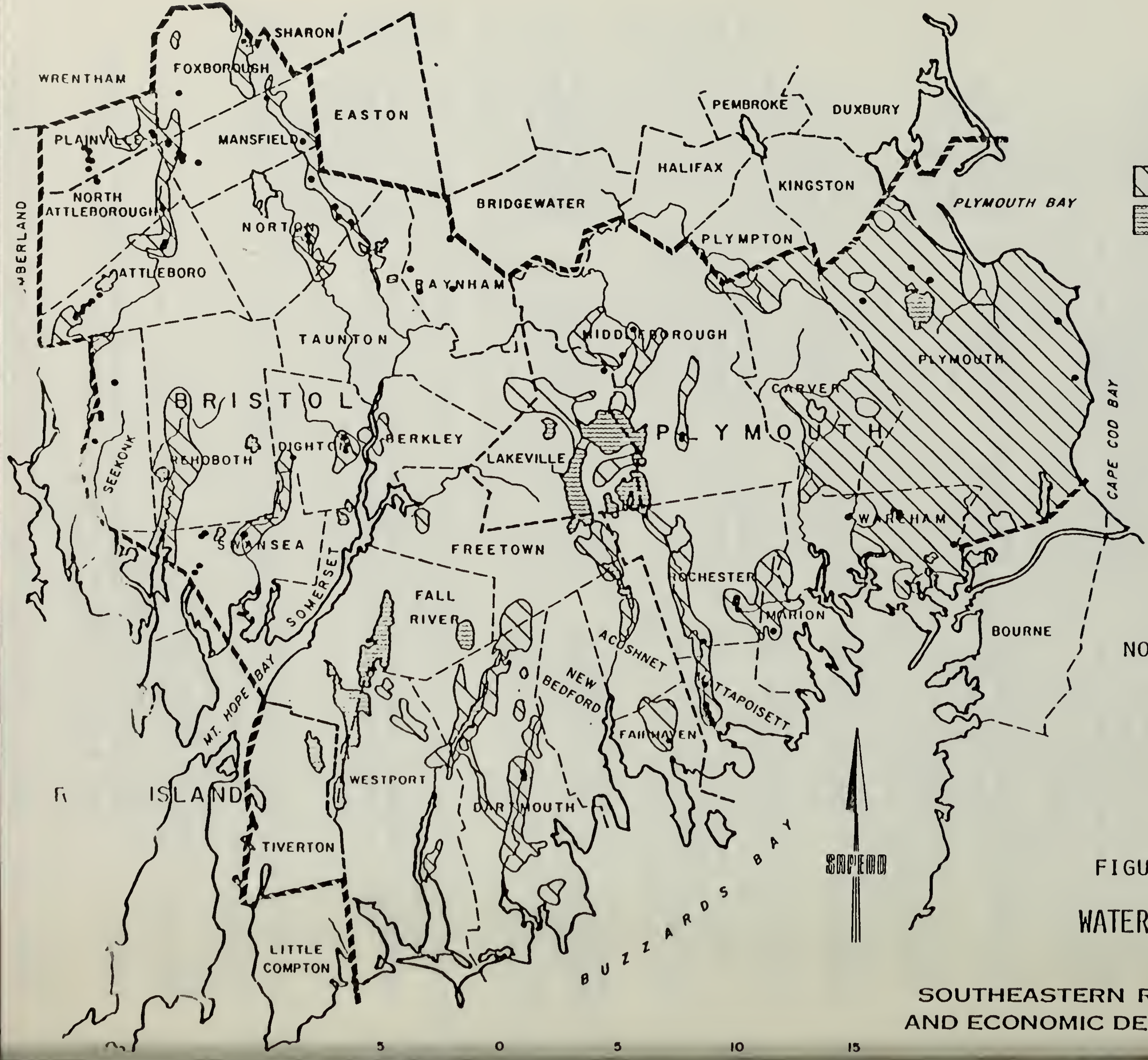
SS - Suspended Solids
COD - Chemical Oxygen Demand
High Flow - Industrial discharge which may contain metals and other contaminants as well as cooling water.
Metals - Those which have been identified as inhibitory to biological processes lude arsenic, cadmium, chromium, copper, iron, lead, manganese, cury, nickel, silver, and zinc.

SOURCE: Wa Quality: Areawide Management Plan for Southeastern Massachusetts, (S) February 1978



NOTE: DARTMOUTH, FOXBOROUGH, KINGSTON AND PLYMOUTH ARE NOT MEMBERS OF THE DISTRICT

FIGURE 8

WATER SUPPLY

SOUTHEASTERN REGIONAL PLANNING
AND ECONOMIC DEVELOPMENT DISTRICT

The largest water bodies in the District are a series of five interconnecting ponds called the Lakeville Ponds. The total drainage area of the ponds is 47.2 square miles and the total maximum storage capacity, 29,600 million gallons. The total safe yield, based on a 5 foot maximum drawdown is 30.8 mgd. The ponds are directly used as the principal source of public water supply for New Bedford and Taunton and indirectly for Acushnet, Dartmouth and Dighton. State legislation allocates 11.5 mgd from Assawompset and Pocksha Ponds to New Bedford; 11.5 mgd from Long Pond to Fall River, and 8.0 mgd from Assawompset and Pocksha Ponds to Taunton.

The largest undeveloped water resource in southeastern Massachusetts is the aquifer which underlies the towns of Carver, Plymouth and Wareham. The U.S. Geologic Service has estimated that 540 billion gallons of water are stored in the aquifer and that it receives 120 million gallons of recharge daily.

IV. SELECTION OF ECONOMIC DEVELOPMENT CENTERS

When Congress passed the Public Works and Economic Development Act of 1965, it envisioned economic development centers or growth centers as nuclei from which all economic activity would emanate. Growth centers became the anchors on which economic development districts would depend on to alleviate the economic distress of their redevelopment areas.

The district's growth centers are the cities of Fall River, New Bedford and Taunton. These centers are characterized by population concentrations (shown in Figure 9). They maintain a level of economic activity which generates jobs for people in nearby towns and they provide to a large extent the necessary social and governmental services. Economic activity, however, is not restricted to these centers. The District has a number of older urban communities which have experienced substantial growth in the recent past.

In 1978 the City of Fall River saw an improvement in its employment situation. The number of unemployed persons in the labor force decreased from 9.7 percent in 1977 to 7.2 percent in 1978. At the same time the number of employed people increased by 3,117. The city as a whole was able to provide more jobs to an increased labor force.

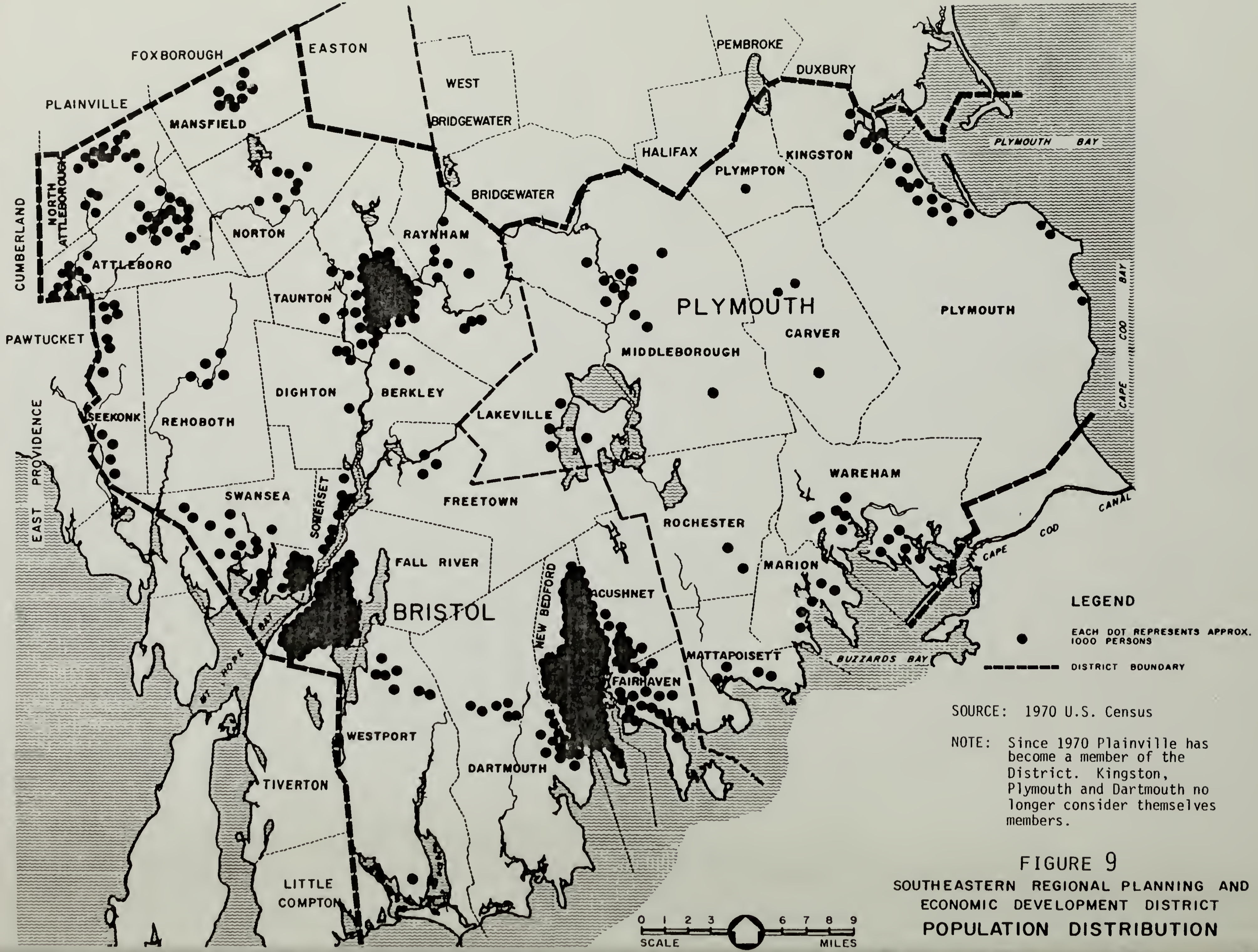
The City of New Bedford followed the same trend. The percentage of unemployed persons in the labor force decreased from 11.2 percent in 1977 to 8.3 percent in 1978. At the same time the number of employed people increased by 1,217. The City of Taunton also showed a decrease in the unemployment rate from 9 percent in 1977 to 7.7 percent in 1978. Employment in the city for this period, however, showed a decrease of 70 jobs covered by the State Employment Security.

The improvement in the employment situation for all three growth centers might have been partially due to employees dropping out of the labor force (see Section III for more details). The following statistics illustrate the employment situation for the three growth centers:

	Labor Force		Empl.		Unempl.		Rate	
	77	78	77	78	77	78	77	78
Fall River	47,704	49,793	43,087	46,204	4,620	3,589	9.7	7.2
New Bedford	51,635	51,331	45,859	47,076	5,776	4,255	11.2	8.3
Taunton	21,550	21,158	19,604	19,537	1,946	1,624	9.0	7.7

From 1967 to 1977, the three growth centers showed some increase in the total number of jobs in their average annual employment. The period, however, underwent some fluctuation, and 1977 figures represent to some extent a bouncing back to 1973 figures before the recession years of 1974 and 1975.

In 1977, manufacturing still provided the largest amount of employment in the three growth centers. Only the City of Taunton, however experienced some growth in the manufacturing sector from 1967 to 1977. The cities of Fall River and New Bedford continued to depend on the apparel and related products, and textile industries for the majority of the manufacturing jobs. Growth in these industries, at best, was



SOURCE: 1970 U.S. Census

NOTE: Since 1970 Plainville has become a member of the District. Kingston, Plymouth and Dartmouth no longer consider themselves members.

FIGURE 9

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT

POPULATION DISTRIBUTION

restricted. In Fall River the apparel and related industries showed an overall decline since 1970.

For the three growth centers most of the employment growth occurred in the service sector. The following figures show the employment breakdown for the major industries in the three cities:

	Fall River		New Bedford		Taunton	
	67	77	67	77	67	77
Contract const.	948	745	1,167	870	387	302
Manufact.	20,891	18,956	24,082	22,661	6,245	6,384
Trans/com./ utilities	2,038	1,284	1,456	1,949	343	456
Wholesale/ Retail	6,943	7,592	8,027	7,038	2,047	3,037
*F.I.R.E.	1,404	2,179	1,228	1,515	351	455
Services	2,542	6,867	3,468	5,793	711	2,016
Total Emp.	34,806	37,603	40,655	40,805	10,116	12,685

*Finance Insurance and Real Estate

While the cities of Fall River and Taunton experienced substantial increases in the wholesale/retail industry, New Bedford actually showed a decline. As a whole the City of New Bedford showed a smaller improvement in its employment situation in comparison with Fall River and Taunton.

Although southeastern Massachusetts is expected to grow at a higher rate than the rest of the state in coming years, the majority of the growth is expected to occur in smaller urban municipalities and rural communities which serve as "bedroom communities" for Boston and Providence. The only growth center in the District expected to show an increase in population from 1975 to 2000 is the City of Taunton (a 4.2 percent increase). Fall River is expected to register a decline of 3.9 percent and New Bedford 4.5 percent. The growth centers like the rest of Massachusetts also suffer from some of the highest tax rates and insurance premiums in the nation. In 1978 the full value tax rate of $76.02 for Fall River was the second highest in the state. New Bedford trailed close behind with $55.42. The City of Taunton registered slightly below the state average of $44.10 with $42.46.

In an index ranking 39 cities in the state in order of fiscal constraints (long term debt; short term debt; cost of nine selected services; and tax effort) New Bedford ranked 6th, Fall River ranked 19th and Taunton ranked 24th.** During the period in which inflation

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**Boston Globe, January 11, 1977.

doubled (1967 to 1977) none of the three cities was able to maintain its earning power. The City of New Bedford showed the largest increase in the average annual wage of its employees with 98.8 percent. Fall River followed with an 80.6 percent increase and Taunton registered a 62.1 percent increase.

The overall picture presented by the previously outlined figures is that the three cities need to expand manufacturing sector opportunities, especially the cities of Fall River and New Bedford which depend too heavily on restricted growth industries.

In the recent past, the three cities have committed large amounts of federal and private funds to revitalize their central business districts and improve their infrastructures. These efforts may result in more substantial increases in wholesale/retail trade employment and also in other employment sectors, and may have a positive impact on the economy of their respective redevelopment areas. In light of these efforts, and the state and federal urban growth policies, the three growth centers may still fulfill their purpose. Much of the economic situation experienced by the three cities has been due to trends also taking place at the state and national level -- the recession of 1974 and 1975; double digit inflation; declining manufacturing sector; and costly energy supplies.

Economic activity, however, is not restricted to growth centers. The District has a number of older urban communities which have experienced substantial growth in the recent past. Of the four cities in the District, the City of Attleboro has the strongest economy. The city relies heavily on the metal products industry and boasts a high technology firm, Texas Instruments, which employs approximately 6,000 people. In 1978, the city's unemployment rate was 5 percent. In 1977 it provided more jobs than the growth center of Taunton -- a total of 22,111 jobs. Attleboro is also expected to show a population increase of 16.3 percent from 1975 to 2000. The city, however, is part of the Providence/Pawtucket Redevelopment Area and as such is oriented toward a larger nucleus, the City of Providence.

Another urban municipality providing substantial employment in 1977 was North Attleborough -- 5,145 jobs. Mansfield has also been growing substantially with the development of its Cabot, Cabot & Forbes Industrial Center. Other urban municipalities (10,000+ in 1975) expected to grow substantially are: Wareham (37.7%); Westport (34.6%); Seekonk (30.8%); Swansea (29.7%); Middleborough (24.6%); Somerset (17.5%) and Fairhaven (14.7%). The communities of Wareham and Swansea are also conducting revitalization programs (see Section II for an assessment of these two municipalities). Although these municipalities cannot compete with the growth centers and the City of Attleboro in terms of population concentration, generation of jobs and other services, they do contribute towards the total well being and economic viability of the District. EDA has recognized this factor and has already provided funding for Wareham's industrial park.

V. POTENTIAL FOR ECONOMIC DEVELOPMENT

A. ANALYSIS OF POTENTIALS

As mentioned previously in the section on the ecomony the District has a number of characteristics which offer great potential for economic development. To reiterate, some of these characteristics include:

- Plenty of available and fairly inexpensive land;
- Abundant water resources in comparison with the rest of the state and nation;
- An efficient transportation network offering excellent accessibility to all areas of the District and major areas such as Boston, Providence and Cape Cod;
- A versatile labor force supply combining several elements: fairly inexpensive labor; highly skilled labor; and highly educated professionals;
- Established urban areas with available land, building space and ready infrastructure for industrial development; and
- A designated "foreign trade zone."

One of the District's best characteristics is its abundant labor force. As analyzed in the section on the economy there are many unemployed members of the labor force, especially within the minority group category. At the same time that this attribute provides an opportunity it also implies the need for more long-term employment and better training programs for those minorities who are unemployed and have low income. Fortunately the District is close to some of the nation's best education centers -- Boston and Providence. These centers attract high technology industries. The residents in those District "bedroom communities" must provide some of the labor force for these industries. With energy becoming more expensive and scarce, members of labor force may be more willing to look closer to home. In light of some of the District's assets, high technology firms may be willing to locate in the area. More needs to be done, however, in terms of making these attributes better known.

At the local level there are a number of projects which offer great potential for industrial development and the overall diversification needed by the District. Some of these projects include: the Myles Standish Industrial Park in Taunton on the periphery of Interstate 495; the Cabot, Cabot and Forbes Industrial Center in Mansfield; the Foreign Trade Zone in New Bedford; the Airport Industrial Park in Fall River; the North Attleborough Industrial Park; and the Wareham Industrial Park. These projects generally have entailed EDA investment. Recently a developer has been selected to start construction on the Foreign Trade Zone.

It has been estimated that 100 to 300 new jobs will be created in the initial stages of development.

The District has supported designation of the zone since 1976. At that time there were only 28 such zones in the nation. Designation as a foreign trade zone means that the area is under U.S. Customs supervision and may receive foreign merchandise without the usual immediate customs entry. Products, materials and components may be exhibited, stored, assembled, or used in manufacture within the zone. Duties do not have to be paid unless and until the goods or their finished products enter the U.S. Customs territory from the zone. The District will continue to assist in the development of these and other projects. Other local projects which the District has been involved in to varying extents are urban revitalization projects. These projects offer great potential especially in the area of commercial development and resulting economic activity and interest in downtowns. All of these projects are discussed in greater detail in the historical assessment section.

In the area of industrial development, export marketing offers an opportunity for those companies wishing to expand their markets. Any business of 25 employees or more may take advantage of export marketing. Presently, the U.S. Department of Commerce through its area representative provides the information and assistance required in the technicalities of export marketing. The area, however, is much too large for one representative. The District because of its liaison with local communities could provide much of the outreach effort necessary to inform industries of this opportunity.

The Small Business Administration (SBA) provides many programs to assist small businesses. Again the District could conduct outreach efforts in conjunction with SBA to better inform small businessmen especially minority businessmen, of these opportunities. Already a conference has been held at the New Bedford Chamber of Commerce with the District's assistance and more activities could be conducted.

A regional project which will have major impact on the District and will provide great potential for commercial and industrial development is the construction of Interstate 495. This is discussed in greater detail in the historical assessment section. Another area of good potential for economic development is the District's proximity to possible sources of energy supply: coal in Narragansett Basin; offshore oil development off Georges Bank; and solar energy research. Offshore oil development, specifically, could have substantial job development impact on the District's largest seaports -- Fall River and New Bedford-Fairhaven.

B. CONSTRAINTS

Some of the District's worst constraints are somewhat beyond local or regional control but follow state and national trends. Overall District constraints include:

- Generally higher tax rates and insurance premiums than the rest of the nation. This is true for the State of Massachusetts;
- More costly and less available energy supplies than other parts of the nation. This is true for the rest of New England;
- High shipping costs due to distance from growing market areas in the nation;
- A declining manufacturing sector and increased reliance on service and trade jobs that do not pay as well. The District's average annual wage has not kept up with the rising cost of inflation; and
- Too much dependence on "restricted growth" or declining industries such as the apparel and related products, and textiles industries.

Other constraints which must be mentioned are: the lack of capital for financing new firm construction and expansion of existing firms; and too much reliance by smaller urban towns upon local industrial development commissions which are composed of part time volunteers. Local Industrial Development Financing Authorities have been established to deal with the financing situation but more needs to be done in the smaller urban towns. Local industrial development commissions, especially those of smaller urban towns, need all the assistance which the District can provide to build on their part time volunteer efforts.

VI. DEVELOPMENT STRATEGY AND PLAN FOR IMPLEMENTATION

A. PROGRAM AND PROJECT SELECTION

The economic development goals applicable to District projects were initially established in the 1969 First Stage OEDP and later refined in the 1972 Second Stage OEDP. These goals have basically remained as follows with the exception of a fifth goal relating to water quality which was added in 1978:

1. Improvement of employment opportunities in the larger cities -- in both manufacturing and non-manfacturing sectors.

2. Development of industrial parks through application assistance, economic and environmental evaluation, and site analysis.

3. Development of public utilities to preserve or create jobs (directly or indirectly) and/or to provide infrastructure necessary to raise job creation potential in District communities.

4. Maintenance or improvement of environmental quality concurrent with economic development.

5. Implementation of water quality plans and programs to ensure a proper economic and industrial development climate which will enhance rather than damage water quality within District communities.

District projects for fiscal year 1980 which meet these goals were ranked according to a set of criteria established by the District's Ad Hoc Economic Development Committee (Table 12). Table 13 lists District projects for fiscal year 1980 as ranked by the Committee and adopted by the District Commission in July, 1979. Table 14 lists the thirty District projects by community and summarizes the data used by the Committee to rank projects.

B. PROGRAM CONSIDERATION

The previously endorsed District growth center strategy remains the primary policy for guiding economic development within the region.* The economic development activities of the District have, over the years, continued to focus on permanent job creation. This has been done principally by providing technical assistance to communities to identify, develop and implement development projects for EDA funding. The main thrust of the District's development strategy during the 1980 fiscal year will be to continue to develop projects for the retention and expansion of existing industries and businesses in the area. This objective is consistent with both state growth policy and federal policy, particularly as it relates to the proposed National Public Works and Economic Development Act of 1979 (NPWEDA).

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*The District's Growth Center Strategy, as outlined in the 1973 OEDP, fosters the development of viable subarea economies centering around Fall River, New Bedford, and Taunton by encouraging the planning and implementation of programs and projects in these cities that will have maximum multiplier effects upon the cities and their respective labor market areas/economic hinterlands.

TABLE 12

PROJECT RANKING CRITERIA

PROJECT TITLE________________________________

WEIGHT	CRITERIA	SCORE						TOTAL SCORE X WEIGHT
		Very High 5	High 4	Av'ge 3	None 2	Adverse -2	-4	
2	1 Regional Benefit							
1	2 LMA Benefit							
2	3 Growth Center/City							
2	4 Benefit to an area of high unemployment							
2	5 Benefit to an area of low income and minority residents							
1	6 Added Permanent Direct Jobs							
1	7 Added Temporary Jobs							
1	8 Spin-off/Indirect benefit							
2	9 Environmental benefit							
1	10 Implementability							
1	11 Part of an existing urban industrial or commercial area revitalization program							
1	12 Importance as component of an overall plan or local capital improvements program							
1	13 Private investments committed to project							
1	14 Estimated project cost, estimated long-term jobs created and ratio of jobs to cost							
							TOTAL	

TABLE 13

HIGH PRIORITY PROJECTS
1979-80

(AS RANKED BY THE AD HOC ECONOMIC DEVELOPMENT COMMITTEE)

1. Fall River - State Pier Project
2. Taunton - Myles Standish Industrial Park (Phase II)
3. Fall River - Airport Industrial Park (Phase II)
4. New Bedford - Barnet Blvd. Extension (Ind. Park)
5. Fall River - Hydro-Electric Power Plant
6. Fall River - Borden Mills Project
7. Fall River - Railroad Spur to Industrial Park
8. Norton - Industrial Park Acquisition and Development
9. Taunton - Pinehill Dr./Stevens St. Sewer Extension
10. Dighton - Sewage Collection System
11. Lakeville - Industrial Park
12. Wareham - Onset Pier Restoration
13. Westport - Harbor Dredging
14. Mattapoisett - Wharf Upgrading
15. Marion - Maintenance Dredging of Sippican Harbor
16. Taunton - Richmond St./Route 44 Water Extension
17. Somerset - Wastewater Treatment Plant Expansion Design
18. Plympton - Elderly Housing
19. Carver - DPW Town Barn
20. Fairhaven - West Island Municipal Water Supply
21. Fairhaven - DPW Building
22. East Marion - Fire Station
23. North Raynham - Fire Station
24. Swansea - Public Safety Building
25. Middleborough - Municipal Office Addition
26. Somerset - Public Works Garage
27. Middleborough - Fire Department Substation
28. Lakeville - Public Safety Building
29. Lakeville - Senior Center
30. Rehoboth - Public Works Building
31. So. Rehoboth - Fire Station

TABLE 14

HIGH PRIORITY PROJECTS FOR 1979-80

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIRONMENTAL IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNT				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1 High	Carver--DPW Town Barn	3	19/31	50%		50%		$ 300,000	N.A.	Town of Carver	N.A.	1
1 High	Dighton--Sewage Collection System	3, 4, 5	10/31	75%	15%	10%		$ 2.065M	1979-1980	Town of Dighton	Beneficial	2,000-3,000
1 High	Fairhaven--DPW Building	3	21/31	50%		50%		$ 1.1M	N.A.	Town of Fairhaven	N.A.	N.A.
2 High	Fairhaven--W. Island Mun. Water Supply	3	20/31	75%	15%	10%		$ 350,000	N.A.	Town of Fairhaven	N.A.	N.A.
1 High	Fall River--State Pier Project	1, 3	1/31	70%		30%		$ 2.742M	N.A.	City of Fall River	N.A.	2,025
2 High	Fall River--Borden Mills Project	1, 3	6/31	70%		30%		$ 3M	N.A.	City of Fall River	Beneficial	N.A.
3 High	Fall River--Airport Industrial Park (Phase II)	1, 2, 3	3/31	70%		30%		$ 2M	1979-1981	City of Fall River	N.A.	N.A.
4 High	Fall River--Railroad Spur to Industrial Park	1, 2, 3	7/31	70%		30%		$ 3M	1979-1983	City of Fall River	N.A.	N.A.

TABLE 14 (CONTINUED)

HIGH PRIORITY PROJECTS FOR 1979-80

PROPOSED PROJECTS		RELATED GOALS *		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIRONMENTAL IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNT				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
5 High	Fall River--Hydro-Electric Power Plant	1, 3	5/31	70%		30%		$ 2.512M	N.A.	City of Fall River	N.A.	N.A.
6 High	Fall River--Heritage Park Development	1, 3	**	70%		30%		N.A.	N.A.	City of Fall River	N.A.	200
1 High	Lakeville--Public Safety Building	3	28/31	50%		50%		$ 250,000	1979-1980	Town of Lakeville	N.A.	6
2 High	Lakeville--Senior Center		29/31					N.A.	1979-1980	Town of Lakeville	N.A.	5
3 High	Lakeville--Ind. Park	2,3	11/31	60%		40%		$ 1.135M (All Phases)	N.A.	Town of Lakeville	N.A.	1,500
1 High	Marion--Maintenance Dredging of Sippican Harbor	4	15/31					$ 300,000	1979-1981	Town of Marion	N.A.	N.A.
2 High	E. Marion--Fire Station	3	22/31	50%		50%		$ 200,000	1979-1981	Town of Marion	N.A.	N.A.
1 high	Mattapoisett-Wharf Upgrading	3	14/31	70%		30%		N.A.	1979-1980	Town of Mattapoisett	Beneficial	N.A.
1 High	Middleboro--Municipal Office Addition	3	25/31	50%		50%		$ 600,000	N.A.	Town of Middleboro	N.A.	10-12

TABLE 14 (CONTINUED)

HIGH PRIORITY PROJECTS FOR 1979-80

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIRONMENTAL IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNT				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
2 High	Middleboro--Fire Department Sub-station	3	27/31	50%		50%		$ 90,000	N.A.	Town of Middleborough	N.A.	4
1 High	New Bedford--Barnet Blvd. Extension (Ind. Park)	1, 2, 3	4/31	80%		20%		$ 1.7-1.9M	1979-1980	City of New Bedford	N.A.	311
1 High	Norton--Ind. Park Acquisition and Development	2	8/31	60%		40%		$ 250,000-300,000 (Phase I)	1979-1980	Town of Norton	N.A.	N.A.
1 High	Plympton--Elderly Housing		18/31	100%				$ 1.5M	N.A.	Town of Plympton	N.A.	1
1 High	N. Raynham Fire Station	3	23/31	50%		50%		$ 100,000	N.A.	Town of Raynham	N.A.	2
1 High	Rehoboth--Public Works Building	3	30/31	50%		50%		$ 152,000	1979-1981	Town of Rehoboth	N.A.	N.A.
2 High	S. Rehoboth Fire Station	3	31/31	50%		50%		$ 80,000	1979-1981	Town of Rehoboth	N.A.	N.A.
1 High	Somerset--Wastewater Treat. Plant Expansion Design	3	17/31	75%	15%	10%		$ 255,200	1979-1980	Town of Somerset	N.A.	6

TABLE 14 (CONTINUED)

HIGH PRIORITY PROJECTS FOR 1979-80

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIRONMENTAL IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNT				ESTIMATED				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER	TOTAL COST				
2	Somerset--Public Works Garage	3	26/31	50%		50%		$ 875,000	N.A.	Town of Somerset	N.A.	2-3
1	Swansea--Public Safety Building	3	24/31	50%		50%		$ 401,000	1979-1980	Town of Swansea	N.A.	2-3
1 High	Taunton--Myles Standish Ind. Park (Phase II)	1, 2, 3	2/31	60%		40%		$ 2.3257M	1979-1985	City of Taunton	N.A.	750-1,000
2 High	Taunton--Pinehill Dr./Stevens St. Sewer Extension	1, 3	9/31	60%		40%		$ 330,000	1979-1980	City of Taunton	N.A.	2,500
3 High	Taunton--Richmond St./R.44 Water Ext.	1, 3	16/31	60%		40%		$ 580,000 - 700,000	1979-1980	City of Taunton	N.A.	600
High	Wareham--Onset Pier Restoration	3	12/31	80%		20%		$ 300,000	1979-1980	Town of Wareham	N.A.	N.A.
High	Westport--Harbor Dredging	3, 4	13/31					$ 25,000-30,000	1979-1979	Town of Westport	Beneficial	N.A.

N.A. - Not Available.

* - Refers to goals applicable to District projects. These goals were initially established in the 1969 First Stage OEDP and later refined in the 1972 Second Stage OEDP.

** - The Ad Hoc Economic Development Committee (EDC) recommend that this project be reserved for a later ranking due to insufficient information.

The current staff work program submitted to EDA in the District's Planning Grant Application was structured to encompass a more comprehensive and innovative approach to the District's economic development planning activities and to increase diversification within the District's economic base. Also a greater emphasis was placed upon leveraging public funds to maximize existing resources and increase economic benefit to the region.

C. PLAN FOR IMPLEMENTATION

In 1979 the District Commission adopted overall goals and objectives for the agency. The broad goal established for the economy of the District was to provide full employment utilizing available and latent job skills, and increase incomes to at least the Massachusetts average. The objectives established for fiscal year 1980 within the broader goal for the economy are the following:

- Encourage and seek EDA and other funding for improvements, expansion, and diversification of existing industries in the region. Help industries reduce the cost of meeting the new environmental protection regulations.
- Encourage the location in the region of new industries which have employment requirements corresponding to existing and latent job skills available here and which will not impose undue burden on economic and environmental resources of the host community, i.e. will not require the installation and operation of new expensive municipal services and facilities.
- Make known (through local industrial development commissions where appropriate) the locational benefits of the region, such as the relatively plentiful and inexpensive labor, land and water; the coastal location; and the good transportation network.
- Inform local officials of the legal and financial tools available to them to facilitate industrial development.
- Participate in local development agencies, such as the local development corporation in Wareham.

In line with the Commission's overall goals and objectives for the District's economy, the potentials for economic development cited in Section V, and the staff's detailed work program the following items have been established as a plan for implementation.

1. OEDP

a. Process Support

The District, as discussed in its 1977 OEDP Progress Report, has expanded its Economic Development Committee (EDC) to include representation from the private sector and other individuals within the region who have an active role in the area's economic growth. Presently, the committee has been expanded to include representatives of banking, business, industry, education, chambers of commerce, minority manpower development, and a county development council. The economic development policy and planning tasks will be implemented within the District with the advice of the EDC working with the District OEDP Committee.

The EDC will make recommendations regarding work program priorities, the establishment of objectives and goals and the ranking of projects for the annual listing of projects included in the OEDP. The staff will provide background information and other support services: agenda, meeting notices, and minutes.

As part of this process the District will also hold hearings in each redevelopment area. The District will try to involve local growth development committees, members of the private sector, local officials and citizens. The hearings will provide input into the District's development program and serve as information sessions to local areas on EDA programs and District activities.

b. OEDP Preparation

The annual Overall Economic Development Program Progress Report will continue to be the District's responsibility as required under its planning grant from EDA.

As part of the preparation of the OEDP the staff will continue to evaluate the District's growth center strategy and the effectiveness of the strategy in achieving its objectives.

2. LOCAL ECONOMIC DEVELOPMENT PROJECTS

a. Continue to provide marketing and planning assistance for the adaptive reuse of Borden Mills, a textile complex in Fall River for which a "701" incentive grant was awarded as a result of a SRPEDD study.

b. Promote the development of Phase II of Taunton's Myles Standish Industrial Park, construction of utilities and roads so as to take advantage of the park's immediate access to I-495 which is anticipated to open in 1981-1982.

c. Support the New Bedford Air Industrial Park and Foreign Trade Zone projects which have unique industrial location advantages for fostering economic development within the city and the region.

d. Assist in the development of other economic development-related projects.

3. COORDINATION/INFORMATION

a. Integrate and coordinate internal planning activities particularly in the realm of data, such as population and employment forecasts, and land use-related physical inventories.

b. Develop a Regional Comprehensive Economic Development Strategy (CEDS). The strategy will be used to substantiate the EDA priority project listing submitted annually in the OEDP Progress Report. Internally, the comprehensive planning, transportation and economic development departments will devise a uniform set of criteria upon which to evaluate projects and obtain a regional priority system.

c. Participate in the activities of other agencies regarding economic development issues. For example assist the School of Business and Industry of the Southeastern Massachusetts University in its efforts to coordinate the local functions of an SBA funded Small Business Development Center in southeastern Massachusetts.

d. Publish a regional newsletter including statistical information and newsworthy items about economic development.

e. Prepare a District monograph showing a statistical profile of southeastern Massachusetts and publicize the District's attributes to potential developers. The monograph will be especially useful to local IDC's in answering industrial inquiries.

4. INDUSTRIAL DEVELOPMENT

a. Expand outreach efforts within the District to identify small manufacturing firms which could take advantage of the export market opportunities and the technical assistance programs available to those interested. This would be done in cooperation with the U.S. Department of Commerce, Industry and Trade Administration District Office in Boston, and the Southeastern Massachusetts University (SMU). An attempt to coordinate export marketing opportunities with the Foreign Trade Zone in the City of New Bedford will also be made.

b. Continue planning to find environmentally sound and cost-effective means of disposing of industrial wastes, as well as participate on the state task force overseeing the management of hazardous wastes.

5. SMALL BUSINESS DEVELOPMENT

   a. Develop, in cooperation with the State Office of Minority Business Assistance (SOMBA), the U.S. Bureau of the Census, and interested public and private non-profit organizations, a regional network for identifying opportunities and resources available for minority business development within the District.

   b. Work in cooperation with the Boston SBA office and local chambers of commerce within the District to meet with the local bankers to publicize information about federal business development programs.

6. MANPOWER DEVELOPMENT

   Expand District efforts to work with private sector, CETA Prime Sponsors and Subgrantees and academic institutions for the development, design and targetting of training programs to neighborhood areas and population groups with high unemployment rates.

   Based on current unemployment statistics for the District's minority population, a need to evaluate the overall effectiveness of local manpower programs also appears necessary.

7. TRANSPORTATION/INTERSTATE 495

   Promote the development whenever feasible and in conformance with regional policies of industrial sites and buildings to meet the needs of firms expanding or locating in the periphery of I-495 in the District (see section II).

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